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AGOURA HILLS GENERAL PLAN

June 12, 1985

City of Agoura Hills, California
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Agoura Hills, CA 91301

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The Problem of the Hospital
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Published by the American Medical Association, 535 North Dearborn Street, Chicago, Ill.

NOTES

1. The Problem of the Hospital
2. The Problem of the Hospital

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1. The Problem of the Hospital
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4. The Problem of the Hospital

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THEORY

The theory of the present paper is based on the following assumptions:

- 1. The system is linear and time-invariant.
- 2. The input signal is a random process with a known power spectrum.
- 3. The output signal is a random process with a known power spectrum.

The power spectrum of the output signal is given by the following equation:

$$S_y(f) = |H(f)|^2 S_x(f)$$

where $S_x(f)$ is the power spectrum of the input signal, $H(f)$ is the transfer function of the system, and $S_y(f)$ is the power spectrum of the output signal.

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2. The second part is a list of the names and addresses of the members of the committee.
3. The third part is a list of the names and addresses of the members of the committee.
4. The fourth part is a list of the names and addresses of the members of the committee.
5. The fifth part is a list of the names and addresses of the members of the committee.
6. The sixth part is a list of the names and addresses of the members of the committee.
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8. The eighth part is a list of the names and addresses of the members of the committee.
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INTRODUCTION

The Agoura Hills General Plan establishes policies for the coordination of private development and public facilities in the City with major circulation system elements and objectives for preservation of key natural features. In addition, the plan provides policies for the conservation of natural resources and preservation of the City's housing stock.

The General Plan is divided into a number of elements dealing with different groups of policy issues. The key elements summarizing the basic concepts of the plan are Land Use, Community Design and Circulation. These elements summarize the major ideas behind the organization of land uses in the City, describe how the City's various component parts are related, how linking elements tie various portions of the City together and how defining elements provide identity and a sense of place throughout the City.

The comprehensive general plan program included an extensive public participation program involving the General Plan Advisory Committee, the City Council, Planning Commission, City Staff and the general public at a series of intensive meeting points at which plan ideas were developed, refined and finally adopted.

In addition, a resident survey was mailed to 5500 addresses in the City receiving water bills to identify local goals, objectives and priorities.

The plan includes a number of implementation measures, including specific plans for key areas of the City that need additional planning at a more detailed level to coordinate private development to maximize the City's opportunities for the future.

The plan represents City policy regarding its future at a single point in time. As conditions around the City change, and as new information is gained, the plan should be kept current through regular review.

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A,

1. LAND USE ELEMENT

Introduction The Land Use Element reflects the policies of all other General Plan elements in the arrangement of land uses for development of the City.

Land uses recommended for the City are based on City objectives for land uses as modified by market potentials and limitations that provide the City with a range of possibilities.

The General Plan considers that development that has the potential to occur by the year 2000. The actual amount of development that may occur over that period depends on a number of factors including the general economy, the economic health of the southern California region, transportation and other costs, interest rates, changes in City development policy, etc. Rates and amounts of development discussed are in general estimates based on reasonable extrapolation of current trends. Policies of the General Plan should be regularly reviewed to evaluate development potential.

Regional Setting Agoura Hills is located at the urban fringe of one of the most rapidly growing urban centers in the United States. The radius of residential development supporting employment in the Los Angeles/Orange County area has recently reached Agoura Hills. As a result of this regional growth, the City and surrounding areas have grown rapidly, doubling in population in each of the last two decades.

In addition, the City's location along the Route 101 corridor between Oxnard/Ventura and Los Angeles creates a strong opportunity and demand for development of employment. The recent creation of the Santa Monica Mountains National Recreation Area, gateway to the beaches, and the City's location convenient to major employment centers generates a demand for tourist-oriented uses.

The General Plan includes policies for the existing incorporated City of Agoura Hills and for a larger study area outside the City. Policies for areas outside the incorporated area represent City objectives for the study area, and have no legal force to regulate land use outside the incorporated City. The study area was selected to include areas which might at some future time be considered for annexation because of their physical proximity and/or appropriate service relationships to the City of Agoura Hills.

Local
Environment

The City's natural environmental setting and the rural character of existing uses were strong factors in selection of this area as a place to live by current residents. Sheep grazing on hillsides and horses ambling along oak-shaded creeks are still common sights in parts of the City. Old Agoura retains the individualistic character and open feeling of a once more separate and remote agricultural and equestrian community.

The massive volcanic structure of Ladyface Mountain provides a dramatic backdrop for modern research and development facilities located along the Ventura Freeway corridor. Majestic valley oaks, many of which are hundreds of years old, provide shade and add character to the valley bottoms and dot grassy hillsides.

To the south, fading to blue in the middle distance, can be seen the rugged backbone of the Santa Monica Mountains, heavily wooded with chaparral and oaks, with dramatic rock outcroppings. To the north, more gentle, rounded hills provide the setting for the City's residential areas.

As more formal new development encroaches on the pastoral qualities of the older community and the rugged wildness of the natural environment, residents seek to hold on to the qualities that brought them to the community in the first place. The potential conflict between rural character and the demands of the developing urban fringe was at the heart of the dialogue from which the General Plan emerged.

Planning Issues

The citizen survey summarized in the Appendix identified a few key issues as being most important to local residents. These issues are:

- o Maintain rural atmosphere of Agoura Hills.
- o Preservation of community character in Old Agoura and other developed areas.
- o Improving the visual quality of the freeway corridor.
- o Preserving open space, the natural environment and oak trees as a scenic or natural resource.
- o Maintaining high quality in all development.
- o Dealing with impacts of new development, including:
 - o Adequate public facilities and services
 - o Circulation and access
 - o Fiscal soundness.

These major issues are dealt with throughout the elements of the General Plan. Key plan response to these issues is summarized below.

Issue: Preservation of community character in Old Agoura and other areas.

Plan Response:

Land Use Element:

- o Preserve low densities consistent with existing development.
- o Provide for equestrian uses.
- o Allow for a rural level of improvements where appropriate.
- o Establish design guidelines to preserve rural character.

Community Design Element:

- o Establish Old Agoura design district.
- o Develop a community theme for use throughout Agoura Hills.

Circulation Element:

- o Provide for equestrian uses.
- o Delete Thousand Oaks extension from previous circulation plans, and provide a reduced level of arterial through Old Agoura on existing alignments.

Conservation and Open Space Element:

- o Improve distribution of parks, and establish a park with a rural theme in Old Agoura.

Issue: Improve the visual quality of the freeway corridor.

Plan Response:

Land Use Element:

- o Provide for intensification in the corridor to encourage recycling of existing uses.
- o Provide design guidelines for new development in the corridor.

Community Design Element:

- o Policies and programs to eliminate and prevent further billboards and other signs inappropriate to the scenic corridor.
- o Establishment of scenic corridor along Route 101.
- o Establishment of Freeway Corridor District with design guidelines.
- o Hillside development guidelines.
- o Special design considerations for Ladyface development.
- o Undergrounding of utilities.
- o Initiate landscaping programs.

Issue: Preserving open space and the natural environment.

Plan Response:

Land Use Element:

- o Preservation of significant open space areas.
- o Use of Transfer of Development Rights (TDR) concept for open space conservation.

Community Design Element:

- o Design guidelines for development of open space areas requiring habitat preservation if no TDR ordinance adopted.

Conservation and Open Space Element:

- o Natural habitat preservation recognized as key objective.
- o Open space corridors to maximize utility of habitat and sense of connection to open space throughout the community.
- o Preservation of natural hazard areas.

Issue: Maintaining high quality in all development.

Plan Response:

Land Use Element:

- o Emphasis on high quality public improvements to reduce maintenance costs.
- o Emphasis on design guidelines for achieving quality in all development.
- o Emphasis on fiscal soundness to ensure adequate public facilities, services and maintenance.

Community Design Element:

- o Design guidelines in key areas.
- o Common vocabulary of public improvements to improve community identity and promote quality in private development.

Issue: Dealing with impacts of new development.

Plan Response:

Land Use Element:

- o Regulating development to limit growth to that supportable by available public facilities, utilities and services.
- o Requiring adequate development fees to ensure that developments pay their public costs.

Community Design Element:

- o Establishing design guidelines to preserve community character in existing areas.
- o Insuring high quality in new development.

Circulation Element:

- o Delete Thousand Oaks extension.

- o Require widening of Reyes Adobe Bridge and development of freeway ramps at Reyes Adobe Road and Kanan Road to prevent unacceptable service levels.
 - o Require adequate street improvements for private streets before dedication to City.
- Public Facilities and Services:
- o Require all developments to have adequate public facilities and services prior to occupancy.
 - o Coordinate infrastructure development with land development through a capital improvements program.

Existing Use Figure 1.2 and Table 1.3 summarize existing land uses in the City and the study area. The City is now principally a residential community with single family homes accounting for 70% of the existing developed area of the City.

During the last 10 years, significant interest in office and industrial park development has been evident along the Ventura Freeway Corridor, and a number of new office and business park developments have taken place.

Most remaining uncommitted land in the City is along the Ventura Freeway corridor. Nearly all single family residential land has been developed, with remaining vacant land more suitable for business park, commercial or higher-density residential use. Some remaining very low density residential areas remain undeveloped.

In the general plan study area, significant development potential for residential use still exists in Palo Comado Canyon immediately east of the City. However, much of this area is in the Palo Comado Special Ecological Area, and low intensity development would be required under current County policy. Vacant land in Las Virgenes Canyon is in the process of development under an approved development plan.

Development Demand In order to assess development potentials, recent development in the City and surrounding areas was assessed to identify trends in key land uses. Table 1.1 on the following page summarizes development demand projected for the study area.

Goals and Objectives The City will continue to be primarily a bedroom community. Areas immediately adjacent to the Ventura Freeway are more suitable for commercial use.

Building on the potentials from this regional growth, the City can realistically consider the potential to become a community, providing a range of land uses including industry, office, retail, tourist and residential uses.

TABLE 1.1
LAND USE DEVELOPMENT POTENTIALS
AGOURA HILLS GENERAL PLAN STUDY AREA

Land Use	Development Potential		
	Annual	10 Years	20 Years
Residential Units	500	4,000	6,000
Retail/Service ¹	60	400	500
Hotel/Motel (Rooms)		400	600
Office Space ¹	180	1,800	3,000
Business Park ¹	100	1,000	2,000

1. Thousands of square feet.

Source: Williams-Kuebelbeck and Associates, "Demographic and Economic Analysis, City of Agoura Hills", May, 1984; The Arroyo Group.

Because of its unique location along the Ventura Freeway, the City has the potential to develop a strong economic and employment base. Its location next to the Santa Monica Mountains National Recreation Area and extensive natural open space provide important recreation opportunities.

In addition, employment centers, retail and tourism in general provide a fiscal balance to the community. Residential land uses in general do not pay their full cost to a community in taxes, and other land uses may help to offset this net cost to varying degrees.

Availability of suitable land and industrial, commercial and office market projections indicate that Agoura Hills can realistically expect to provide employment for a significant proportion of the labor force in the City.

Recognizing this potential, the City adopts the following land use goals and objectives:

Goals	Objectives
1.1 Maintain and enhance the high quality residential character of the City.	1.1.1 Preserve existing residential areas and insure high quality in new residential design.
1.2. Maintain a close relationship between the natural environment and urban areas through an extensive open space network providing a variety of opportunities for experiencing the natural environment within the City and a constant awareness of the City's natural environmental setting.	1.2.1. Preserve key habitat areas and physiographic features. 1.2.2. Preserve and maintain the natural character and visual quality of the hillsides as a scenic resource, while providing protection from geological hazards. 1.2.3. Provide an open space network with pedestrian access where appropriate.
1.3. Develop a community providing employment and a broad range of housing types while maintaining the high level of environmental quality associated with the Agoura Hills area.	1.3.1. Within the freeway corridor, develop commercial centers to provide employment and a strong fiscal base for the City. 1.3.2. Maintain a broad range of housing types for all income groups and age categories. 1.3.3. Improve shopping facilities in new centers, existing centers, and commercial strips.
1.4. Maintain a healthy City economy and municipal fiscal balance through a balance of land uses and an appropriate balance of revenues and expenditures, development phasing, and public and private provision of capital improvements, facilities and services.	1.4.1. Insure a stable economic base through provision of a variety of land uses including industrial, office, retail and tourism along with residential uses to insure flexibility of the local economy in response to changing economic conditions. 1.4.2. Phase development and public facilities working with other public entities to assure that adequate public facilities are available at the time of occupancy.

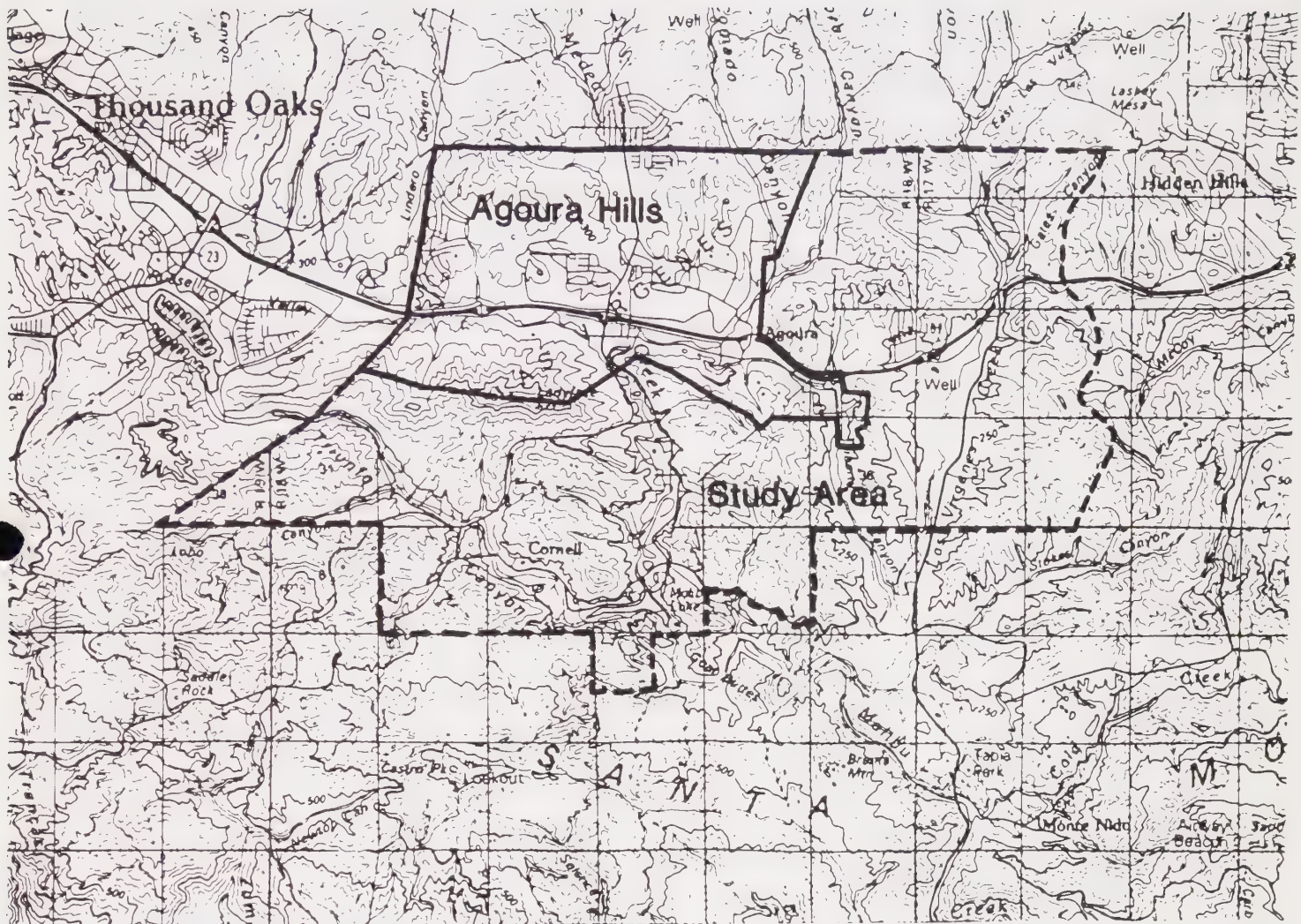
Objectives

- 1.4.3. Potential extension of infrastructure beyond the City's Sphere of Influence should be carefully considered as to its negative effects.
 - 1.4.4. Insure that private developments pay their full costs through a system of fees, taxes and conditions that fully account for capital and operating costs of private development.
 - 1.4.5. If the City finds, in consultation with other appropriate agencies, that public facilities and services will not be available at the time development is occupied, regulate or limit development that may be constructed in years in which the shortfall is expected to occur.
-

Plan Features Figure 1.3 illustrates the proposed land use plan for the study area. Table 1.3 summarizes proposed land uses at maximum anticipated development intensity in the year 2000. The plan has a capacity to accommodate approximately 25,000 to 30,000 people in the study area by the year 2000 depending on the mix of residential units developed and resulting population per dwelling unit.

Key features of the plan include:

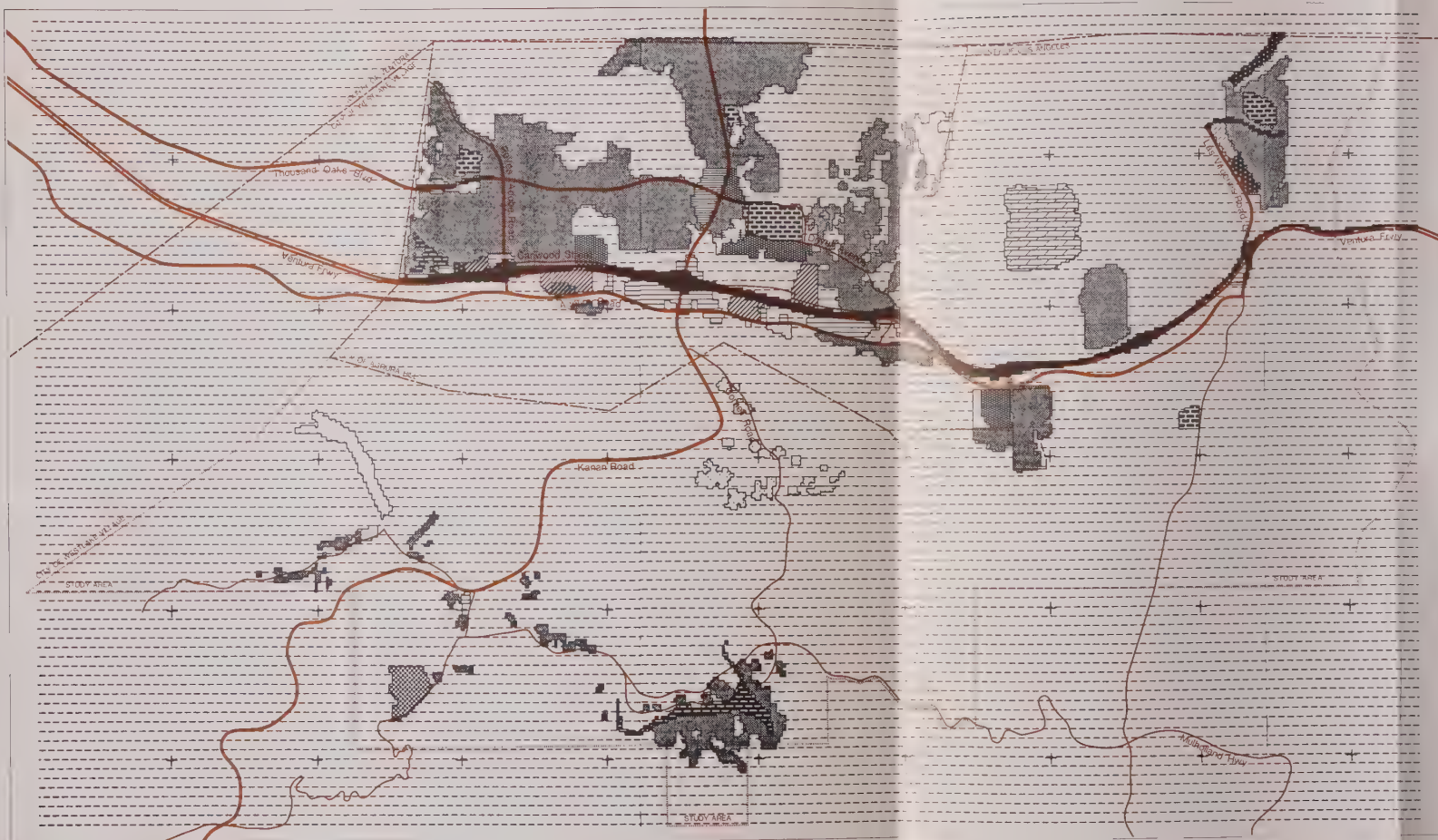
- o Maintenance of single-family residential character in foothill areas.
- o Maintenance of low-density rural character in Old Agoura.
- o Provision for commercial development in the freeway corridor to better balance employment and labor force, as well as to improve the cost/revenue ratio of development.
- o Upgrading of circulation in the freeway corridor to meet demands of commercial development.
- o Preservation of large areas of open space to provide recreation, habitat protection, and visual relief from the urban scene.



AGOURA HILLS GENERAL PLAN



Figure 1.1 Regional Setting



























AGOURA HILLS GENERAL PLAN




 THE ARROYO GROUP
 BARTON ASCHBACH ASSOCIATES
 WILLIAMS KUTIELACK ASSOCIATES
 LEIGHTON & ASSOCIATES

Existing Land Use

-  Resid-Rural 0-1/acre
-  Resid-Very Low 1-2.5/acre
-  Resid-Single 2.5-7/acre
-  Resid-Medium 7-12/acre
-  Resid-High 15+/acre
-  Shopping Center
-  Retail/Service
-  Hotel/Motel/Tourist
-  Business Park
-  Office
-  Industrial
-  Park/Recreation
-  School
-  Government Office
-  Utility
-  Transportation
-  Landfill
-  Other Public
-  Commercial Recreation
-  Mobile Home
-  Graded
-  Open Space
-  Vacant
-  Open Water

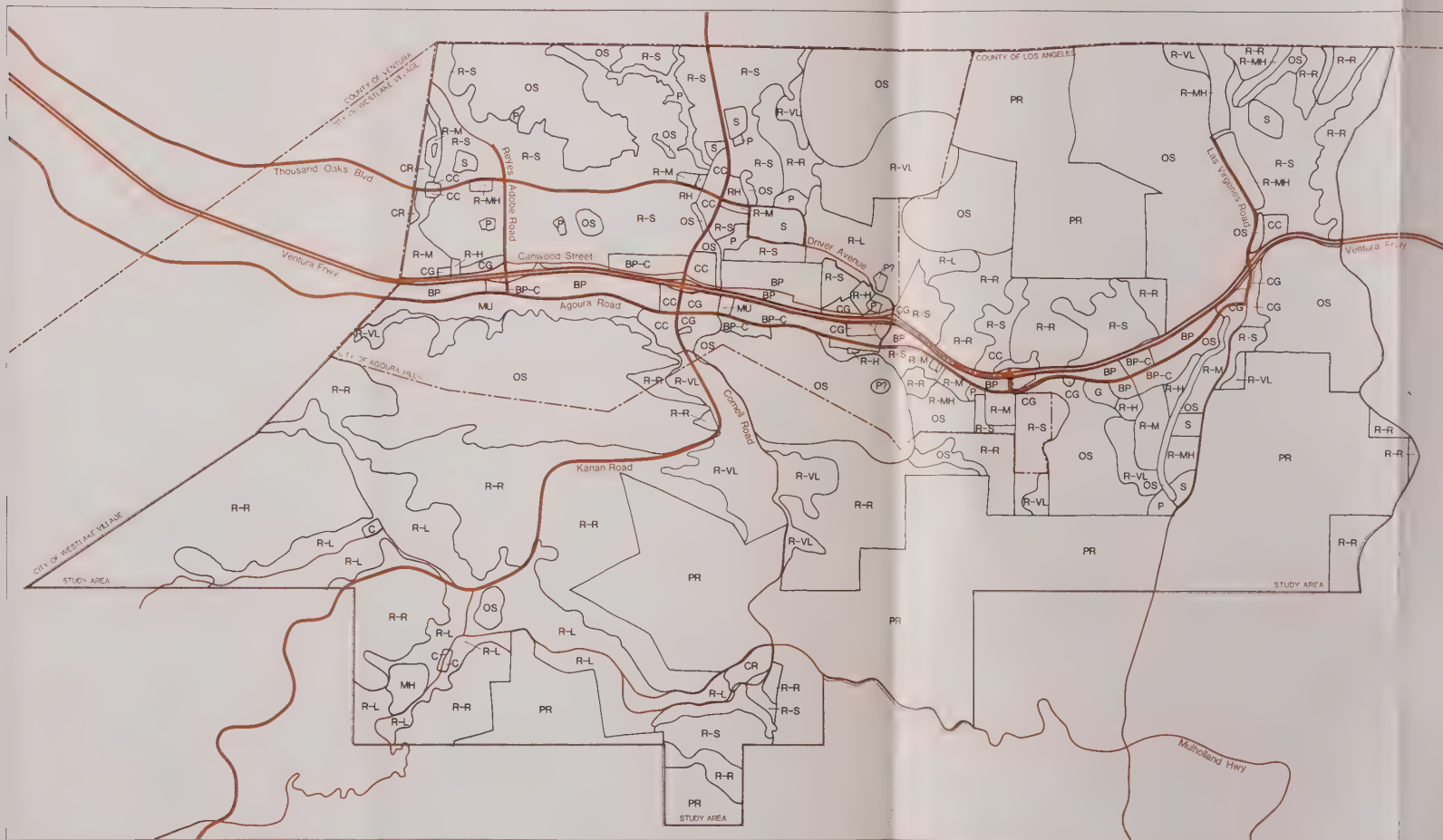
Source: THE ARROYO GROUP
 Based on analysis of 1983
 aerial photography

Figure 1.2
 EXISTING LAND USE

Agoura Hills General Plan, June 12, 1985

INSERT - Table 1.2 Land Use/Zoning Relationships

TO BE INCLUDED WHEN ZONING ADOPTED

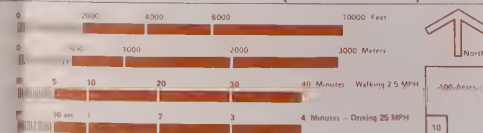


LAND USE

R-R	RESIDENTIAL-RURAL	.05-2/AC
R-VL	RESIDENTIAL-VERY LOW DENSITY	.2-1/AC
R-L	RESIDENTIAL-LOW DENSITY	1-2/AC
R-S	RESIDENTIAL-SINGLE FAMILY	2-6/AC
R-M	RESIDENTIAL-MEDIUM DENSITY	6-10/AC
R-MH	RESIDENTIAL-MEDIUM HIGH DENSITY	10-15/AC
R-H	RESIDENTIAL-HIGH DENSITY	15-25/AC
CG	RETAIL/SERVICE	
CC	SHOPPING CENTER	
BP	BUSINESS PARK-MANUFACTURING	
BP-C	BUSINESS PARK-OFFICE/RETAIL	
MU	MIXED USE COMMERCIAL/RESIDENTIAL	
P	LOCAL PARK	
P?	POTENTIAL PARK	
S	SCHOOL	
G	GOVERNMENT OFFICE	
CR	COMMERCIAL RECREATION	
OS	OPEN SPACE	
PR	REGIONAL PARK/RECREATION	

AGOURA HILLS GENERAL PLAN

Figure 1.3
PROPOSED LAND USE



Barton Associates

Williams-Kuebel Associates

Leighton & Associates

TABLE 1.3
Existing and Proposed Land Use, Dwelling Units
and Development Intensity, Agoura Hills General Plan

LAND USE	1	2	3	4	5	6	7	TOTAL	8	9	10	11	12	13	14	15	16	TOTAL	TOTAL	Dwelling Units/square feet				Population/Employment			
EXISTING USE APRIL 1983	REYES ROBE NORTH	REYES ROBE SOUTH	KAHAM ROHO NORTH	KAHAM ROHO SOUTH	OLD AGOURA NORTH	OLD AGOURA SOUTH	LIBERTY CANYON	CITY ONLY	CHESE- BORD CANYON	LIBERTY CANYON NORTH	LOST HILLS	LAS VIRGENES NORTH	TRIUNFO CANYON	PARA- MOUNT RANCH	MALIBU LAKE	LIBERTY CANYON SOUTH	LAS VIRGENES SOUTH	STUDY AREA ONLY	CITY AND STUDY AREA	Units/ acre	City	Study Area	Both	People/ Unit	City	Study Area	Both
Resid-Rural (.05-.2/ac)					20			20										0	20	0.1	2 du	0 du	2 du	2.8	6 people	0 people	6 people
Resid-Very Low (.2-1/ac)				7	152			159	5				59					64	223	0.5	80 du	32 du	112 du	2.8	223 people	99 people	312 people
Resid-Low (1-2/ac)					100			100						65	59			124	224	1.6	160 du	198 du	358 du	2.8	448 people	556 people	1004 people
Resid-Single (2-6/ac)	277	3	475	7	20	25	79	886			85	130	76			2	5	398	1284	4.0	3544 du	1592 du	5136 du	2.5	8860 people	3980 people	12840 people
Resid-Medium (6-10/ac)			25				25	50					42		100			42	92	7.0	350 du	294 du	644 du	1.7	595 people	500 people	1095 people
Resid-Med/Hi (10-15/ac)								0				11						11	11	12.0	0 du	132 du	132 du	1.5	0 people	198 people	198 people
Resid-High (15-25/ac)	3				4			7				20						20	27	18.0	126 du	360 du	486 du	1.4	176 people	504 people	680 people
Resid-Cluster (10-15/ac)								0										0	0	12.0	0 du	0 du	0 du	1.5	0 people	0 people	0 people
Open Space (0-.2/ac)								0										0	0	varies	0 du	0 du	0 du	2.8	0 people	0 people	0 people
Residential	280	3	500	14	296	25	104	1222	5	0	85	161	177	65	159	2	5	659	1881		4262 du	2608 du	6870 du		10308 people	5827 people	16135 people
Shopping Center			32					32										0	32	6.5	208 ksf	0 ksf	208 ksf	2.0	416 empl	0 empl	416 empl
Retail/Service	13		8	69	1	28		119					3					9	128	6.5	774 ksf	59 ksf	832 ksf	2.0	1547 empl	117 empl	1664 empl
Hotel/Motel/Tourist								0										0	0	21.8	0 ksf	0 ksf	0 ksf	1.0	0 empl	0 empl	0 empl
Business Park				17				17										0	17	10.9	185 ksf	0 ksf	185 ksf	2.0	371 empl	0 empl	371 empl
Business Park-Ofc/Retl		25						25										0	25	18.7	468 ksf	0 ksf	468 ksf	4.0	1870 empl	0 empl	1870 empl
Mixed Coml/Residential								0										0	0	4.4	0 ksf	0 ksf	0 ksf	4.0	0 empl	0 empl	0 empl
School	15		58					73				16						27	100	4.4	318 ksf	118 ksf	436 ksf	1.0	318 empl	118 empl	436 empl
Other Public								0										0	0	8.7	0 ksf	0 ksf	0 ksf	4.0	0 empl	0 empl	0 empl
Local Park			26					26										0	26	5.0	130 ac	0 ac	130 ac	0.2	26 empl	0 empl	26 empl
Regional Park/Recreation								0										0	0	1.0	0 ac	0 ac	0 ac	0.0	0 empl	0 empl	0 empl
Transportation	28	21	25	36	10	20	11	151	2	10	8	25						76	227	1.0	151 ac	76 ac	227 ac	0.0	0 empl	0 empl	0 empl
Commercial Recreation	25							25										0	25	1.0	25 ac	0 ac	25 ac	0.1	3 empl	0 empl	3 empl
Open Water	13							13							34			34	47	1.0	13 ac	34 ac	47 ac	0.0	0 empl	0 empl	0 empl
Vacant	541	587	790	406	615	234	92	3265	874	259	379	1215	3019	2304	583	597	2397	11627	14892	1.0	3265 ac	11627 ac	14892 ac	0.0	0 empl	0 empl	0 empl
TOTAL NONRESIDENTIAL	635	633	939	528	626	282	103	3745	876	269	387	1256	3022	2304	617	597	2445	11773	15519		1952 ksf	176 ksf	2128 ksf		4550 empl	235 empl	4785 empl
TOTAL ALL USES	915	636	1439	542	922	307	207	4968	881	269	472	1417	3199	2369	776	599	2450	12432	17400								

PLANNING COMMISSION ADOPTED LAND USE MAP, 10 JAN 85

Resid-Rural (.05-.2/ac)			64	34	32	28	54	212	44	149	123	256	1846	602	97	100	326	3543	3755	0.1	21 du	354 du	376 du	2.8	59 people	992 people	1051 people	
Resid-Very Low (.2-1/ac)		51	32	26	239			348	8			2		323		21	62	426	774	0.5	174 du	213 du	387 du	2.8	487 people	536 people	1023 people	
Resid-Low (1-2/ac)					156			156	59	6		4	834				1003	1159	1.6	250 du	1605 du	1854 du	2.8	699 people	4493 people	5192 people		
Resid-Single (2-6/ac)	497		779		28	35	89	1428	55	61	115	280				52	28	708	2136	4.0	5712 du	2832 du	8544 du	2.5	14280 people	7080 people	21360 people	
Resid-Medium (6-10/ac)	61		25			10	39	135				40	39				83	162	297	7.0	945 du	1134 du	2079 du	1.7	1607 people	1928 people	3534 people	
Resid-Med/Hi (10-15/ac)								0				20					13	33	33	12.0	0 du	396 du	396 du	1.5	0 people	594 people	594 people	
Resid-High (15-25/ac)	3				24			27				20					20	47	18.0	486 du	360 du	846 du	1.4	680 people	504 people	1184 people		
Resid-Cluster (10-15/ac)								0				20					0	0	12.0	0 du	0 du	0 du	1.5	0 people	0 people	0 people		
Open Space (0-.2/ac)	204	349	289	232	369	142		1505	264	4	43	682	282	353		22	405	2055	3560	varies	0 du	0 du	0 du	2.8	0 people	0 people	0 people	
Residential	765	400	1109	292	848	215	182	3811	430	220	281	1304	3001	1278	324	195	917	7950	11761		7588 du	6894 du	14482 du		17812 people	16188 people	34000 people	
Shopping Center			27					27										40	40	6.5	176 ksf	260 ksf	436 ksf	2.0	351 empl	520 empl	871 empl	
Retail/Service	22		20	64	6	61	14	187					23	10				48	90	277	6.5	1216 ksf	585 ksf	1801 ksf	2.0	2431 empl	1170 empl	3601 empl
Hotel/Motel/Tourist								0										0	0	21.8	0 ksf	0 ksf	0 ksf	1.0	0 empl	0 empl	0 empl	
Business Park			87	76	39	31		233										59	59	292	10.9	2540 ksf	643 ksf	3183 ksf	2.0	5079 empl	1286 empl	6366 empl
Business Park-Ofc/Retl			37	57	7			101										55	55	156	18.7	1889 ksf	1029 ksf	2917 ksf	4.0	7555 empl	4114 empl	11669 empl
Mixed Coml/Residential			98		26			124										0	124	4.4	546 ksf	0 ksf	546 ksf	4.0	2182 empl	0 empl	2182 empl	
School	15		58					73				16						29	45	118	4.4	318 ksf	196 ksf	514 ksf	1.0	318 empl	196 empl	514 empl
Other Public								0										14	14	8.7	0 ksf	122 ksf	122 ksf	4.0	0 empl	488 empl	488 empl	
Local Park	14		57		14			85										0	85	5.0	425 ac	0 ac	425 ac	0.2	85 empl	0 empl	85 empl	
Regional Park/Recreation								0										0	0	1.0	0 ac	0 ac	0 ac	0.0	0 empl	0 empl	0 empl	
Transportation	57	51	55	64	16	31	11	285	447	30	183	44	188	1085	390	404	1184	3955	3955	1.0	285 ac	3955 ac	4240 ac	0.0	0 empl	0 empl	0 empl	
Commercial Recreation	29							29	4	10	8	30						93	151	436	1.0	285 ac	151 ac	436 ac	0.0	0 empl	0 empl	0 empl
Open Water	13							13							28			11	39	68	1.0	29 ac	39 ac	68 ac	0.1	3 empl	4 empl	7 empl
Vacant								0							34			34	47	1.0	13 ac	34 ac	47 ac	0.0	0 empl	0 empl	0 empl	
								0										0	0	1.0	0 ac	0 ac	0 ac	0.0	0 empl	0 empl	0 empl	
TOTAL NONRESIDENTIAL	150	236	330	250	74	92	25	1157	451	49	191	113	198	1091	452	404	1533	4482	5639		6683 ksf	2835 ksf	9518 ksf		18004 empl	7778 empl	25782 empl	
TOTAL ALL USES	915	636	1439	542	922	307	207	4968	881	269	472	1417	3199	2369	776	599	2450	12432	17400									

This table is an estimate of development at typical development intensity under General Plan land use designations. It does not represent City policy about the maximum or minimum development intensity of any parcel or general plan subarea.

Agoura Hills General Plan, June 12, 1985

TABLE 1.4
EXISTING LAND USE (ACRES)

<u>Use</u>	<u>Agoura Hills</u>		<u>Study Area</u>	
Rural (0-1)	56	1.1%	69	0.6%
(1-2.5)	-		65	0.5%
Single (2.5-7)	1,077	21.1%	445	3.6%
Medium (6-10)	82	1.6%	1	-
High (15-25)	3	0.1%	31	0.2%
Shopping Center	32	0.6%	-	
Retail/Service	119	2.4%	9	0.1%
Business Park	42	0.8%	-	
Park/Recreation	26	0.5%	-	
School	73	1.5%	32	0.3%
Transportation	149	3.0%	77	0.6%
Other Public	-		1	-
Landfill	-		147	1.2%
Commercial Rec.	25	0.5%	-	
Mobile Home	-		42	0.3%
Graded	446	9.0%	31	0.2%
Vacant	2,828	56.9%	11,423	91.9%
Water	15	0.3%	52	0.4%

Source: The Arroyo Group, based on analysis of aerial photographs.

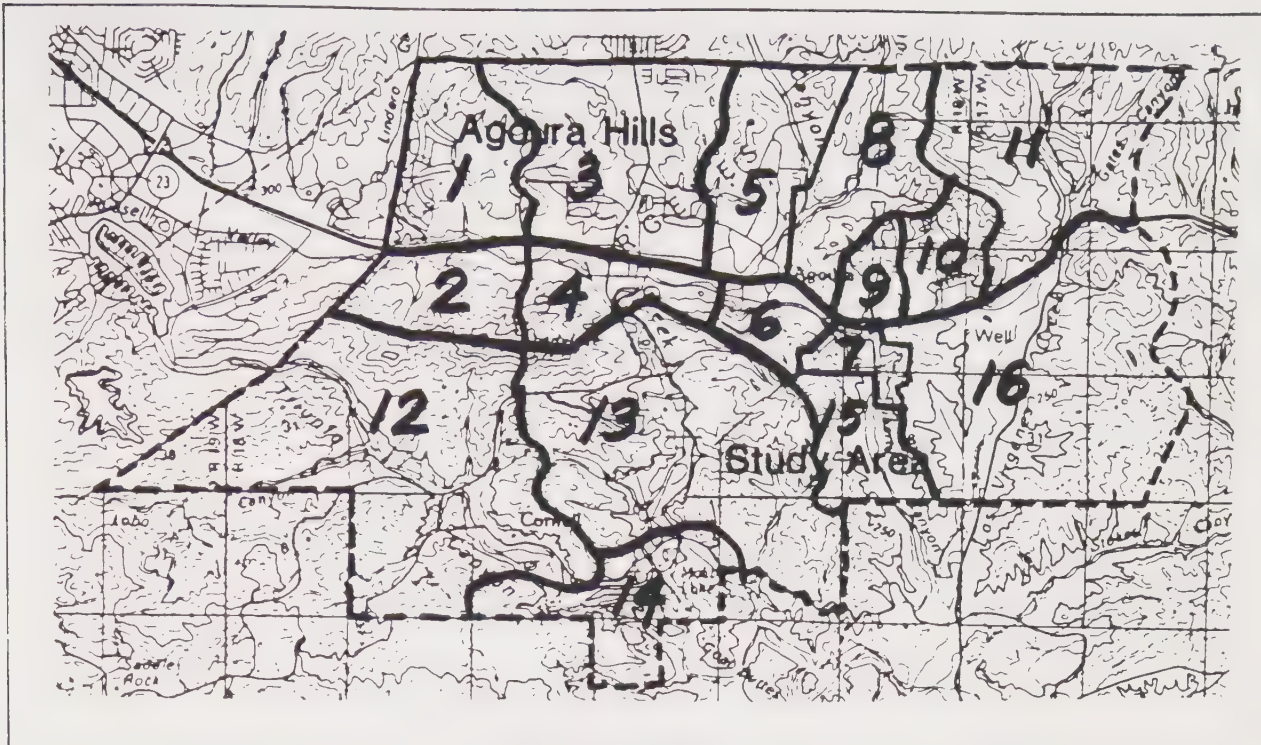


TABLE 1.5

LAND USE AND EMPLOYMENT BY STATISTICAL AREA

Statistical Area	Dwelling Units	Popu- lation	Nonresidential ksf	employees
1 Reyes Adobe North	2720	6241	157	388
2 Reyes Adobe South	219	427	1820	6097
3 Kanan Road North	3432	8418	2350	9041
4 Kanan Road South	135	285	1610	3324
5 Old Agoura North	1054	2271	589	2267
6 Old Agoura South	322	721	379	758
7 Liberty Canyon	730	1576	111	222
CITY TOTAL	<u>8612</u>	<u>19939</u>	<u>7016</u>	<u>22097</u>
8 Cheseboro Canyon	439	1066	0	0
9 Liberty Canyon North	350	812	20	39
10 Lost Hills	554	1318	0	0
11 Las Virgenes North	2076	4591	150	380
12 Triunfo Canyon	2152	5451	65	131
13 Paramount Ranch	297	833	0	0
14 Malibu Lake	650	1678	0	3
15 Liberty Canyon South	233	590	0	0
16 Las Virgenes South	1218	2735	1840	3768
STUDY AREA TOTAL	<u>7969</u>	<u>19074</u>	<u>2075</u>	<u>4321</u>
TOTAL CITY AND STUDY AREA	16581	39013	9091	26418

Agoura Hills General Plan, June 12, 1985

Implementation In New Development Areas	The land use element will be implemented through application of General Plan goals and objectives in review of new development projects under provisions of the City's land development ordinances. These ordinances include the Zoning Ordinance, Subdivision Ordinance, Hillside Ordinance, Grading Ordinance and other ordinances.
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In most large undeveloped parcels, the details of land use will be determined in the City review and approval of specific plans for each development. In reviewing specific plans, the City will follow the policies of the General Plan, its implementing ordinances and the City's then current interpretation of the relative importance of its goals and objectives.

All proposed uses within specific plans will be evaluated for appropriateness in a particular location considering factors such as, but not limited to:

- Compatibility with other uses
- Circulation
- Environmental factors
- Urban design character
- Availability of services.

Consistency of General Plan with Zoning	State law requires that zoning be consistent with the City's general plan. Table 1.2 summarizes the relationship between the General Plan and Zoning.
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Interpretation of Land Use Map	Because of the scale of the Land Use Map, it will be subject to interpretation. The City shall establish administrative procedures to provide for the opportunity of interested property owners to request that the Planning Commission make interpretations of the Land Use Map.
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Land Use Classifications	The Land Use Element classifies each area of the City by its proposed land use. Land use categories used in the General Plan are summarized below:
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Residential- Rural (.05-.2/acre)

The rural residential land use proposes development on very large lots, ranging from 5 acres to 20 acres depending on slope and hazard factors. In general, the rural residential land use is used to minimize the visual impact and hazard of development in areas of steep slope and landslide hazard. On large parcels, development may be concentrated in more developable areas with large contiguous areas left in open space. Parcels should be laid out to minimize visual impact of development and extent of roads and utilities extensions required.

Access roads and public improvements to support this development category may be of rural standards where necessary or appropriate.

Residential- Very Low Density (.2-1/acre)

The very low density land use category proposes development on large lots, ranging from 1 acre to 5 acres in parcel size. This category includes areas suitable for equestrian estates and agricultural uses. Areas of old Agoura currently developed at equestrian density are included in this land use category to preserve an area for this type of development. In addition, some areas of 25% or greater slope requiring careful design considerations for placement of residential units are included in the very low density category to minimize grading and visual impact of development on steep slopes.

Access roads and public improvements to support this development category may be of rural standards where necessary or appropriate.

Residential-Low Density (1-2/acre)

This land use category provides large lots of one-half to one acre in size. This category includes estate-sized lots, and at the higher density end of the range it is normally too dense for equestrian areas. However, with adequate design standards such uses should be promoted in areas where they now exist. This category is used in existing areas developed to this density and immediately adjacent areas in Old Agoura. In addition, substantial canyon areas of Triunfo Canyon are proposed to be developed to this gross density.

Residential-Single Family (2-6/acre)

This land use category includes all remaining areas proposed for development with conventional single-family detached housing. Development at this density requires full urban levels of service and public improvements.

Residential-Medium Density (6-10/acre)

This land use category includes densities appropriate for single-family small lot subdivisions and low intensity condominiums or duplexes.

Residential-Medium High Density (10-15/acre)

This land use category includes densities appropriate for single-family attached townhouses, two-story townhouses, condominiums and low-density apartments.

Both the sub-categories of medium-density are generally proposed in areas of relatively flat land with good access to arterial streets and public services. Low- and moderate-income housing can be developed at this density with density bonuses to reduce housing cost.

Residential-High Density (15-25/acre)

This land use category includes higher density condominiums and apartments of two to three stories, generally with some below-grade parking. Low- and moderate-income housing can be developed at this density with density bonuses to reduce housing cost.

Open Space

The open space category includes both areas proposed for no development rights, and areas in which development rights are assumed to exist but development is not desired because of natural habitat, visual and aesthetic value or other reasons. Thus in the General Plan land use table, some dwelling units are assigned to some open space areas, generally at a density no greater than one unit per 5 acres.

The City has the option of developing a Transfer of Development Rights ordinance which would prohibit the development of open space areas and provide for the transfer of development rights from those areas to other areas considered suitable for development. If no such ordinance is adopted, development rights would be exercised in the open space area, subject to appropriate design considerations depending on the open space category.

Open space lands are in general proposed to be maintained as natural open space areas, not to be developed as parks or other improved open space uses.

Shopping Center

The shopping center land use category is used to indicate areas of concentrated retail use where shoppers often make a single trip to visit a number of related establishments. Shopping centers include food, drug, clothing and other retail uses and services such as small restaurants, laundry outlets and other uses.

Shopping centers are located at key arterial intersections to provide convenient access to and from adjacent land uses.

Retail/Service (CG)

This land use category includes miscellaneous retail and service uses for which a shopper in general makes a single-purpose trip to visit one establishment. Such uses include service and repair facilities, small offices, hardware and building materials stores, auto and accessories dealers, appliance outlets, etc.

Business Park - Manufacturing

This category includes larger-scale businesses involved in light manufacturing, distribution, or services requiring larger facilities than in conventional retail strip developments. In general, customers of this land use category are other businesses. Some office is often associated with business park uses.

Business Park- Office/Retail

This land use category includes offices and retail uses of smaller scale and with more frequent direct customer contact than the business park category. Development is often two stories, in some cases with retail on the ground floor and office above. Structures are smaller and less dependent on large development sites than the business park category.

Mixed Use Commercial/Residential

Development in this category may include either office/retail uses of small scale, such as in the Business Park Office/Retail category, or medium density residential development. Because of the nature of the topography in this area, developments cluster in canyons south of Agoura Road with single-point or short-loop access to Agoura Road. Each development is relatively independent of adjacent developments and can be separated by open space between canyons.

Local Park

This category includes local recreation and passive parks serving the local community in nearby residential areas.

Regional Park/Recreation

This category includes regional county, state and national parks serving a wide community with a variety of recreational and open space uses.

School

This land use category includes public schools and playgrounds.

Government Office

This category includes a variety of city, county or other government offices serving the public.

Utility

This land use category includes public utilities and utility rights-of-way.

Transportation

This land use category includes public road rights-of-way.

Commercial Recreation.

This land use category includes golf courses and amusement areas.

Open Water

This land use category includes permanent water areas.

Overlay
Districts
and Special
Regulations

In addition to being restricted to basic land use categories, development in certain areas of the City may be restricted by other development guidelines in overlay districts. The following overlay districts are outlined in the General Plan. In addition, overlays may be established where appropriate in the zoning ordinance, hillside ordinance and other development regulations.

Flooding Zone.

This overlay district indicates areas known to be subject to flooding by mapping on Federal Flood Insurance Rate Maps. Except by channelization, development is prohibited in such areas.

Geologic Hazard District.

Development in landslide hazard areas requires special engineering studies and measures to eliminate potential slide hazards.

Ladyface Mountain Design District.

Development along Ladyface Mountain south of Agoura Road requires special design considerations, design studies including models and special processing techniques to minimize visual impact and insure compatibility with the unique nature of this natural feature.

Freeway Corridor.

Because of the high visibility of most development in the freeway corridor and the importance of this development to the City's image, special design guidelines are proposed for all development in the freeway corridor.

Old Agoura.

In order to preserve the unique character of Old Agoura, special public improvements standards and design guidelines are recommended to be adopted for the Old Agoura District. This district should include specific provisions for the Old Agoura commercial area along both sides of Agoura Road from Palo Comado Canyon Road to Cornell Road.

Indian Hills.

Because of the unique nature and development problems of the Indian Hills area, special public improvements standards and development guidelines are recommended to be adopted for Indian Hills.

Hillside Development.

All areas in the City located in areas greater than 10% slope require special design considerations in accordance with the City's hillside development standards ordinance.

Areas of Special Ecological Significance.

Los Angeles County has established areas of special ecological significance throughout the County. Two such areas are located in the City of Agoura Hills and the adjacent study area. These areas are designated open space with development rights subject to special environmental studies and mitigation measures to insure preservation of habitat values.

Implementation
Policies

- Pl.1. A developer of a major undeveloped parcel in the City shall be required to prepare a specific plan including a phasing plan for that development in accordance with the City's development regulations. If these specific plan areas are subdivided, a specific plan shall be developed for the entire specific plan area including all ownerships prior to development of any lesser parcel.
- Pl.2. Open space preservation zones with habitat preservation value shall be given preferential consideration for permanent open space through the City's development regulations.
- Pl.3. Open space preservation zones for preservation of physiographic features shall not be modified during the development process except as provided for in the open space element.

- P1.4. Development shall be coordinated with provision of public facilities (police, fire, etc.) and services including schools, all required utility services (water, sewer, storm drain, solid waste disposal, etc.) and other necessary public facilities within a reasonable time.
- P1.5. The City's tax and development fee structure shall be maintained to insure that developments do not result in net costs to the City over their life cycle, considering all revenues and costs which are associated with the development.
- P1.6. The City shall participate in the planning process within adjacent Los Angeles and Ventura County lands and Westlake Village in order to monitor circulation, drainage, recreation, solid waste disposal, and visual planning and implementation programs.
- P1.7. The Hillside Development Ordinance shall implement the General Plan regarding slope safety and erosion control and maintenance of the hillsides as a scenic resource during processing of Specific Plans, Tentative Maps, and Site Plan review. Design review of commercial projects shall consider the objectives of the hillside ordinance.
- P1.8. The City will develop historic overlay districts in appropriate areas to preserve and enhance the City's historic architecture.
- P1.9. The City will identify areas with problems of deterioration for concentrated rehabilitation efforts or redevelopment.
- P1.10. The City will investigate the feasibility of annexing unincorporated areas in the boundaries of the general plan study area, and will continue to study future annexation as appropriate. Annexation studies should consider fiscal impact, establishment of appropriate service delivery areas, and maintenance of the quality of the environment and quality of life to existing residents.

Street extensions to outside the City's Sphere of Influence shall only be considered or approved by special authorization by the City Council, if it can find that all negative effects have been mitigated.

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

HEALTH AND SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A

2. CIRCULATION ELEMENT

Background The Circulation Element is intended to identify those public facilities and services necessary to provide for the efficient movement of people and goods supporting the future development outlined in the Land Use Element. The Circulation Element is required by Section 65302B of the California Administrative Code. The Circulation Element outlines existing and proposed circulation system elements and programs to support the City's development and the development of the region around it through regional arterials and freeways.

Circulation System The City of Agoura Hills is served by one major east-west state highway (U.S. 101), two major east-west arterials (Agoura Road and Thousand Oaks Boulevard) and three north-south arterials (Kanan Road, Palo Comado Canyon Road and Reyes Adobe Road). The study area is also served by Mulholland Highway and Las Virgenes/Malibu Canyon Road.

U.S. 101 (Ventura Freeway). U.S. 101 is a major highway which connects the Los Angeles area to the Northern California area following a coastal route west of Agoura Hills. Through the City, it is the major east-west highway facility which provides regional access to downtown Los Angeles and Ventura County. U.S. 101 varies in width, but is basically an eight-lane freeway through Agoura Hills with interchanges at Chesebro Road, Kanan Road, Reyes Adobe, Liberty Canyon, Lost Hills and Las Virgenes Canyon Roads. The interchanges at Kanan Road and Reyes Adobe Road have full-diamond ramps and the Palo Comado Canyon Road interchange a half-diamond on the north and right-turn at-grade ramps on the south.

Agoura Road. Agoura Road is a two-lane east-west arterial which parallels U.S. 101 on the south side. It functions as a frontage road to the freeway through most of the City. It is basically a rural road with no curbs or gutters in most areas.

Thousand Oaks Boulevard. Thousand Oaks Boulevard is a newly constructed four-lane arterial that runs from the City limits to Kanan Road, providing access from Agoura Hills to Westlake Village. It only extends for a block east of Kanan Road. It has curbs and gutters and a raised median.

Kanan Road. Kanan Road is the major arterial through the City. It is a four-lane north-south highway with a full-diamond interchange with U.S. 101 and signalized intersections with the two major east-west arterials in the City. It currently serves as the major means of access to U.S. 101 and to the Oak Park community north of the City.

Palo Comado Canyon Road. Palo Comado Canyon Road begins at the junction of Driver Avenue and Chesebro Road and continues south over the freeway and ends at Agoura Road.

Reyes Adobe Road. Reyes Adobe Road primarily serves residential areas to the north of U.S. 101. It is recently constructed with curbs and gutters.

Liberty Canyon Road. Liberty Canyon Road currently serves areas south of U.S. 101 in Liberty Canyon, and provides an interchange with U.S. 101.

Study Area

Lost Hills Road. Lost Hills Road serves the Lost Hills area north of U.S. 101 and provides a two-lane overcrossing over the freeway with an interchange.

Las Virgenes Canyon Road. Las Virgenes Canyon Road provides an interchange with U.S. 101 at the eastern edge of the study area, and connects to Malibu Canyon Road for service to the beaches.

The majority of other roadways in the City are local or collector streets which are basically two-lane roads serving residential areas. The key exceptions are Canwood Street and Roadside Drive which serve as two-lane roadways providing access to various commercial activities parallel to U.S. 101. They function as frontage roads to the freeway but are not continuous through the City. Canwood Street is private east of Kanan and narrows down to virtually one lane.

Traffic Volumes Traffic volumes on the key arterials in the City were obtained from Caltrans and the Los Angeles County Road Department. The significant volumes are listed in Table 2.2. It can be seen from these sources that the volumes on U.S. 101 vary from 102,000 vehicles per day to 106,000 vehicles per day. On Kanan Road, they vary from 9,800 vehicles per day north of Fountainwood Street to 30,700 vehicles per day north of Canwood. Volumes on Agoura Road vary from 2,200 vehicles per day west of Palo Comado Canyon Road to 4,700 vehicles per day west of Kanan Road. On Thousand Oaks Boulevard, counts taken in mid-1983 indicate volumes of 7-9,000 vehicles per day.

It is expected that these volumes will increase significantly for another year or so in that the highway was only recently opened.

Traffic volumes are in general well below capacity of roadways and intersections except in the immediate vicinity of freeway ramps. Some additional problem areas may be expected as development takes place, as discussed below.

Transit Service There are currently two transit routes provided by the Southern California Rapid Transit District in the City of Agoura Hills. Route 161 is a local route which provides access from Agoura Hills to Westlake Village and Canoga Park in the San Fernando Valley. It runs on Agoura Road through the City making several stops at each of the major streets and key locations. SCRTD currently makes 13 trips per day on Route 161 through the City between 7:00 a.m. and 7:00 p.m.

The second line is Route 423, an express bus route which provides direct service from Westlake Village and Agoura Hills to downtown Los Angeles. It currently makes three runs per day during both the morning and evening peak periods. The bus runs along U.S. 101 and makes one stop at Kanan Road in Agoura Hills.

Pursuant to our new paratransit system, a Dial-a-Ride has been established on a trial basis to serve areas within the City limits as well as Westlake Hospital and the Great American Stageline bus stop in Westlake. The City receives approximately \$150,000 per year in Proposition A funds from the one-half cent sales tax approved by the voters of Los Angeles County in 1982.

Problems and Opportunities Circulation problems exist in a number of areas of Agoura Hills. Problems relate both to the local need for access and to the need for other communities to use the major regional circulation links passing through the City. Principal existing and potential problems are outlined below:

- o The existing freeway ramps presently provide inadequate access to and from Highway 101. Therefore, it could not support any significant additional development in the freeway corridor.
- o Congestion at the Kanan/U.S. 101 interchange at peak hours causes delays and safety problems. Although the interchange has been improved with a widened bridge, left-turn lanes and wider ramps, traffic volumes already are at capacity. Conflicts exist in the morning hours between residents from Agoura Hills and

Oak Park wishing to travel east on Route 101, and workers from the east wishing to use Kanan Road to reach their places of employment on the south side of the freeway. Similar conflicts exist at the evening peak with travel in the opposite direction.

- o Narrow bridges over U.S. 101 at Reyes Adobe Road, Palo Comado Canyon Road and in the Study Area at Lost Hills Road, have only two lanes and were designed to serve only rural traffic volumes. Of particular concern is the Reyes Adobe Road Bridge which is to be fully improved before Reyes Adobe Road is extended to the west to connect to Lindero Canyon.
- o The lack of alternative east-west routes through the City results in use of U.S. 101 for regional access and local travel.
- o The lack of alternative access to Oak Park in Ventura County north of the City results in potential emergency access problems for that community, and has the potential to create severe congestion in Agoura Hills as Oak Park grows. Although the expansion of Oak Park depends on extension of Kanan Road and Lindero Canyon Road to provide alternate access from the west to Oak Park, the ultimate distribution of vehicle trips from Oak Park is difficult to anticipate.
- o A lack of adequate internal circulation within the City results from inadequate circulation planning or incomplete system implementation in the past, leaving a number of areas within the City with only one access point for daily or emergency travel. Some relatively large areas in Old Agoura are served only by private streets. These streets are not developed to current urban street standards for width, surface and ability to handle storm water.
- o The extension of Thousand Oaks Boulevard east through Agoura Hills to Las Virgenes Canyon Road, as outlined on the Los Angeles County Master Plan of Highways, would have significant impact on the nature of the Old Agoura neighborhood and the Palo Comado Significant Ecological Area.
- o The status of the Pacific Coast Highway affects Kanan Road. When the Pacific Coast Highway is closed, traffic increases substantially on Kanan Road.
- o Transit fare reduction programs funded by county sales taxes expire in 1985, and Agoura Hills could lose its transit service as a result.

GOALS	OBJECTIVES
2.1. Facilitate efficient and safe movement of people and goods.	<p>2.1.1. Improve and develop the arterial street system to provide route options and direct connections between major destinations.</p> <p>2.1.2. Improve freeway access and local circulation through redesign and construction of freeway ramps and frontage road intersections.</p> <p>2.1.3. Improve regional circulation through cooperation with Los Angeles County, Ventura County, the City of Westlake Village and other agencies as appropriate.</p>
2.2. Provide and/or promote a balanced transportation system increasing economic and social opportunities for all citizens.	<p>2.2.1. Provide alternatives to automobile access wherever possible by increasing transit accessibility and service and developing citywide pedestrian, bicycle and equestrian systems.</p>
2.3. Minimize negative impacts of new and existing transportation facilities.	<p>2.3.1. Design new developments to provide an appropriate hierarchy of streets with adequate arterials limiting through traffic in residential areas.</p> <p>2.3.2. Design arterial and freeway margins to minimize impact on adjacent development.</p> <p>2.3.3. Insure that adequate arterial and freeway access for both normal traffic and emergency access is available for new developments at the time of occupancy.</p> <p>2.3.4. Upgrade private streets to provide improved safety and access while preserving the rural character of Old Agoura through appropriate standards.</p>

Circulation opportunities include the following:

- o Development in the freeway corridor provides the potential for funding for freeway and arterial improvements in the corridor.
- o Limiting development as proposed in the Land Use Element eliminates the need to provide the high capacity that would be provided by the extension of Thousand Oaks Boulevard. However, Oak Park traffic must be managed carefully to avoid impacts on east-west streets north of Route 101.
- o The City should have available approximately \$150,000 per year from Proposition A funds to be used in transit-related projects. These funds could be used to encourage SCRTD to expand upon current service levels to encourage ridership, or to develop a local transit system.

These existing problems, combined with growth of the City, the study area and surrounding areas to substantially more than their current population and level of economic activity combine to present a number of issues which must be dealt with in future circulation system development.

Circulation Goals and Objectives The Circulation system is to be designed to facilitate the efficient movement of people and goods, and provide opportunities for travel by other than private automobile, while minimizing the negative effects of new and existing transportation facilities. The Circulation Element objectives and related policies are intended to provide the framework within which these circulation goals can be achieved.

Circulation Element The Circulation Element Map, Figure 2.1, illustrates the principal recommendations of the Circulation Element for providing a network of arterials and freeway access which addresses the circulation problems of the City and provides adequate circulation service to support new development. The circulation system is based on the following general assumptions:

- o Oak Park will be expanded to approximately double its present population.
- o Fifty percent of all Oak Park trips which would otherwise use the Kanan Road/Route 101 interchange can be directed westerly along the extension of Kanan Road, Lindero Canyon Road or other arterials.

- o Vehicle trips will be generated at approximately the rates of Table 2.1.
- o The land use plan of Figure 1.1 will be developed to the development intensity outlined in Table 1.3.
- o Arterial intersections should be designed to provide Level of Service C.

TABLE 2.1
TRIP GENERATION FACTORS

<u>Land Use</u>	<u>Trips/Day</u>
Residential	10/unit
Shopping Center	80/ksf
Retail/Service	80/ksf
Business Park-Office	12/ksf
Business Park	12/ksf

ksf: thousand square feet

Key proposals to expand the circulation system are as follows:

Arterial street system improvements to improve internal access and direct route connections include the following:

- o Connection of Thousand Oaks Boulevard and Driver via a special collector design to form a continuous special collector with proper traffic control, signage and right-of-way improvements to serve as an efficient special collector connecting Kanan Road and Chesebro Road with minimum impact on existing land uses. Although some straightening, intersection realignment and widening will be required, no major right-of-way realignments are proposed. Driver should be developed to improve capacity and safety for local circulation but to discourage its use for through traffic to serve regional needs. Any extension of Driver would be on the basis of a special collector design.
- o The extension of Reyes Adobe to the west shall be in coordination with the improvement of the Reyes Adobe Freeway interchange.
- o Improvement of existing arterials to serve traffic volumes projected and to improve safety and service. These arterials include Agoura Road, Driver, and freeway crossings at Reyes Adobe Road and Palo Comado

Canyon Road. However, the Reyes Adobe Road Freeway interchange should be fully improved before the extension of Reyes Adobe Road to Lindero Canyon.

Additional local and emergency circulation in addition to the Ventura Freeway will be provided by Agoura Road extension to provide a continuous link on the south side of Route 101.

Improvements to freeway ramps and frontage roads at Kanan Road, Reyes Adobe Road and Palo Comado Canyon Road. At a minimum, the following specific improvements are required to support the proposed land use plan:

- o Widening of the Reyes Adobe Road overcrossing to six lanes.
- o Development of appropriate design at the appropriate level of service for Reyes Adobe Road interchange. Some alternatives are outlined in Figure 2.2.
- o Development of a loop ramp system on the southwest quadrant of the Kanan Road interchange, as illustrated in Figure 2.3, or by another appropriate means.
- o Development of additional capacity at the Kanan Road interchange on the northeast quadrant as illustrated on Figure 2.3, or another appropriate means.
- o Widening the Palo Comado overcrossing will depend on expansion in the City or development in the County.
- o Extension of Agoura Road and realignment of freeway ramps at Liberty Canyon Road. Increasing the capacity of the undercrossing may be required if high intensity development is permitted by the County north of U.S. 101 in Liberty Canyon.

In Study Area

- o Widening of Lost Hills Road overcrossing to four lanes and necessary turn lanes, with connection of Agoura Road west to Liberty Canyon Road.
- o Improvements to frontage road intersections and overcrossing capacity at Las Virgenes Canyon Road required by development south of U.S. 101 in Las Virgenes Canyon.

TABLE 2.2

EXISTING AND DESIGN TRAFFIC VOLUMES FOR ARTERIAL STREETS

<u>Street Location</u>		(vehicles/day)	
		<u>Volume Existing</u>	<u>Design</u>
Agoura Road	west of Reyes Adobe Road	3,400	15,800
	west of Kanan Road	4,700	17,100
	west of Palo Comado Canyon Road	2,200	12,900
Canwood Street	west of Lake Lindero	1,000	Note 1
	west of Reyes Adobe Road	4,000	Note 1
Palo Comado Canyon Road	north of Agoura Road	2,300	8,600
	north of 101	NVAL	10,200
Driver Avenue	east of Argos Street	4,700	12,200
	east of Fairview Street	4,000	11,500
	east of Palo Comado Canyon Road	NVAL	1,200
Kanan Road	north of Fountainwood Street	9,800	9,800
	north of Thousand Oaks Blvd.	19,000	45,000
	north of Canwood Street	30,700	45,000
	north of Agoura Road	10,200	40,200
	south of Agoura Road	14,950*	Note 1
Lake Lindero Drive	north of Thousand Oaks Blvd.	4,350	4,350
	north of Canwood	2,700	2,700
Thousand Oaks Blvd.	west of Kanan Road	9,000	17,000
	east of Lake Lindero	8,000	16,000
	west of Lake Lindero	7,000	15,000
Reyes Adobe Road	at U.S. 101	6,470	35,470
	north of Agoura Road	6,010	40,700
U.S. 101	east of Chesebro Road	102,000	260,000
	east of Kanan Road	100,000	230,000
	east of Reyes Adobe Road	106,000	176,000
	west of Reyes Adobe Road	NVAL	156,000

* Summer Sunday count

NVAL: Not Available

Note 1. Not estimated

The following improvements are proposed to support travel modes other than the automobile:

- o Park-and-ride facilities will be encouraged where appropriate in such locations as underutilized freeway right-of-way and other locations convenient for bus access and/or carpooling or other ridesharing arrangements.
- o Developments will be required to dedicate right-of-way for bicycle routes and major trail system elements particularly including the Zuma Ridge trail.

Street System Standards The street system will be developed in accordance with the standards of Table 2.3 and Figure 2.4. In order to minimize public costs of maintenance and reduce potential public liability, private streets to be dedicated to the public street system should be required to be improved to these standards prior to acceptance by the City.

TABLE 2.3
ARTERIAL STREET DESIGN STANDARDS

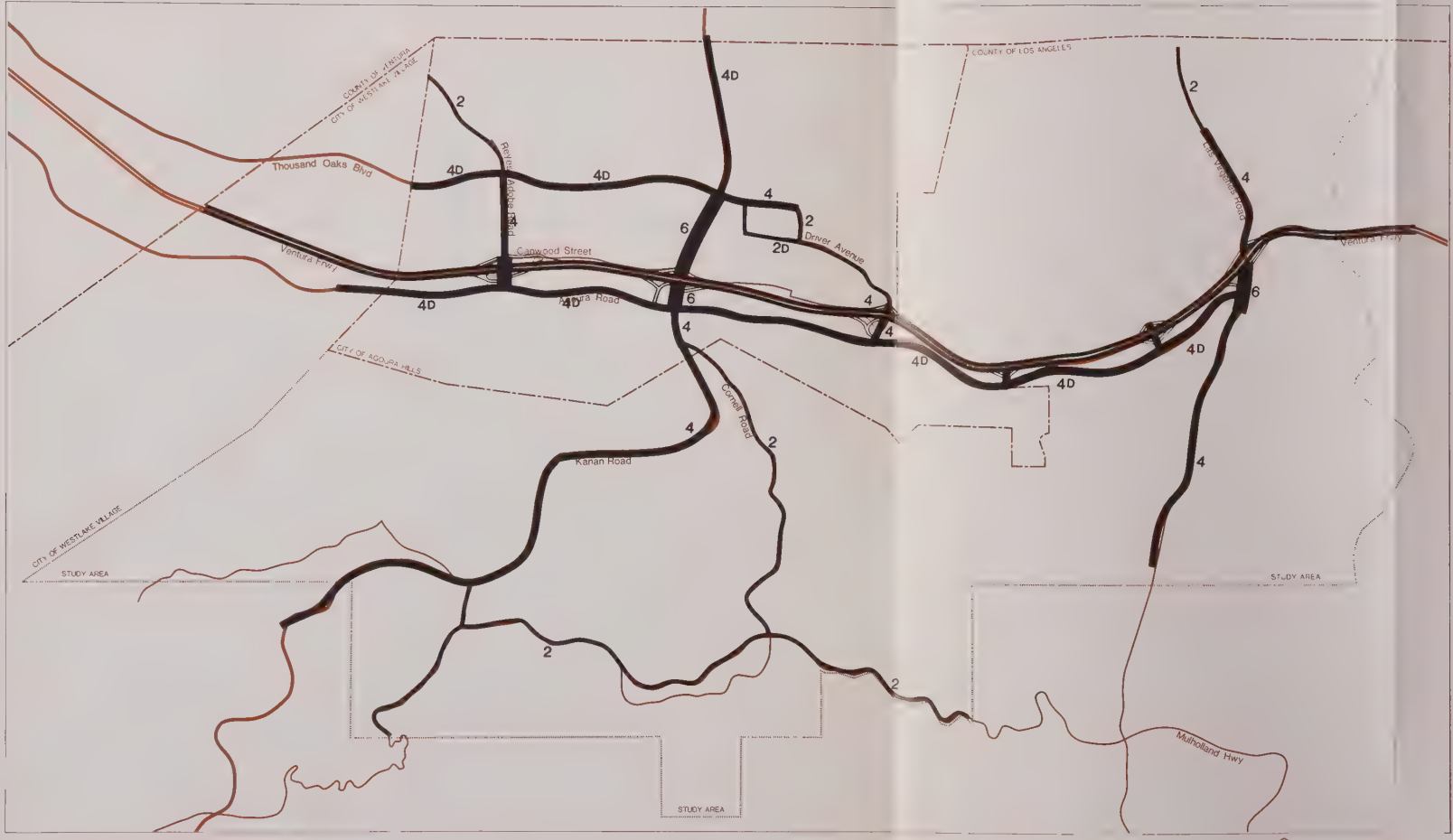
<u>Classification</u>	<u>Lane Configuration</u>	<u>Right-of-Way Width</u>	<u>Pavement Width</u>
Major Arterial Minimum*	6-lane divided	120 feet 104 feet	102 feet 84 feet
Primary Arterial Minimum*	4-lane divided	100 feet 82 feet	84 feet 62 feet
Secondary Arterial Minimum*	4-lane undivided	80 feet 70 feet	64 feet 50 feet
Special Collector Minimum*	2-lane divided No parking	64 feet	40 feet
Collector	2-lane undivided	60 feet	40 feet
Residential Street	2-lane undivided	50 feet	36 feet

*Minimum configuration without bike lanes. Add five feet for each bike lane.

Notes: Additional right-of-way may be required when an arterial coincides with an adopted route for another public facility such as a pedestrian, bicycle or open space corridor, or because of environmental considerations. A downgrading in classification is made by transitioning approximately 600 feet, with the higher classification carrying through an intersection.

Sections should be increased at intersections where required to handle turning movements. Where bike lanes are provided, they shall be provided between parking lanes and moving lanes rather than outside parking lanes.

In unusual situations where terrain or environmental factors make a reduced width desirable, width may be reduced below the minimum width above by elimination of bike lanes or sidewalks and reducing width of curb lanes. Such cases should be reviewed on an individual basis and should consider traffic volume requirements and safety.



AGOURA HILLS GENERAL PLAN

- FREEWAY**
- FREEWAY RAMP**
- MAJOR ARTERIAL**
- PRIMARY/SECONDARY ARTERIAL**
- LOCAL ARTERIAL**
D: DIVIDED

The circulation system depicted outside the present City limits shall be construed only as a potential if the City's sphere of influence were expanded beyond the present City limits and the City had positive assurance that the resulting development would ultimately be a part of the City.

**Figure 2.1
CIRCULATION ELEMENT**



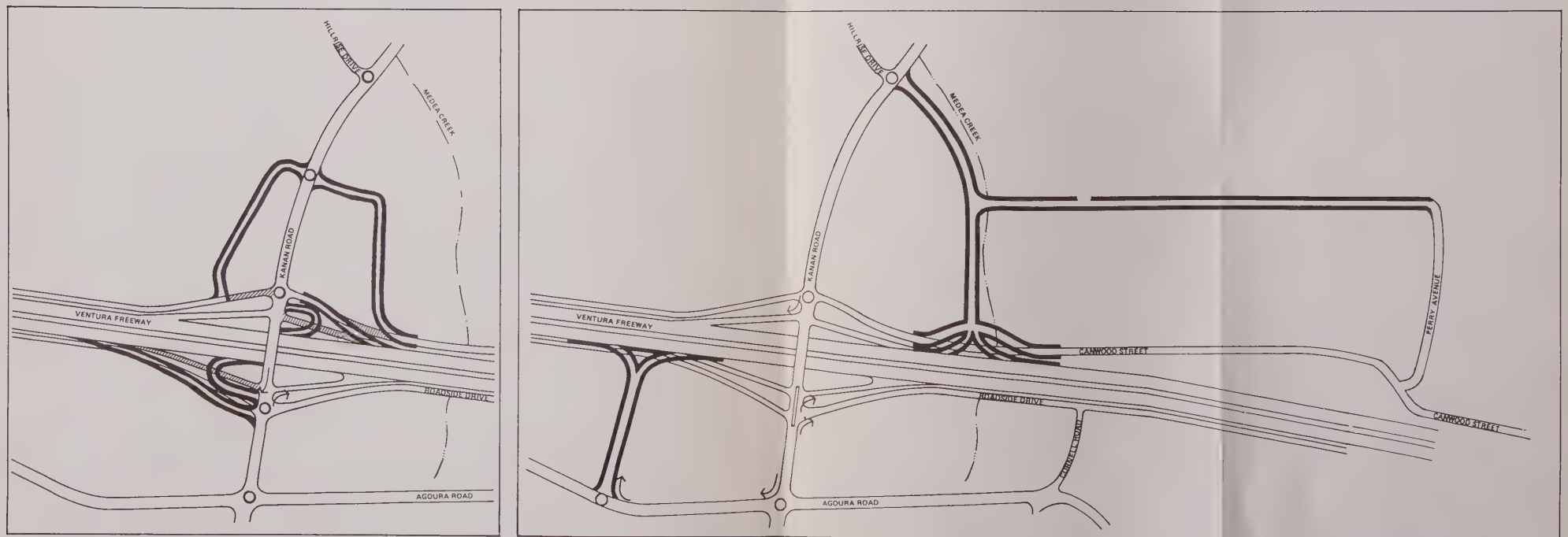


Figure 2.3 - Conceptual Freeway Ramp Improvement Alternatives for Kanan Road



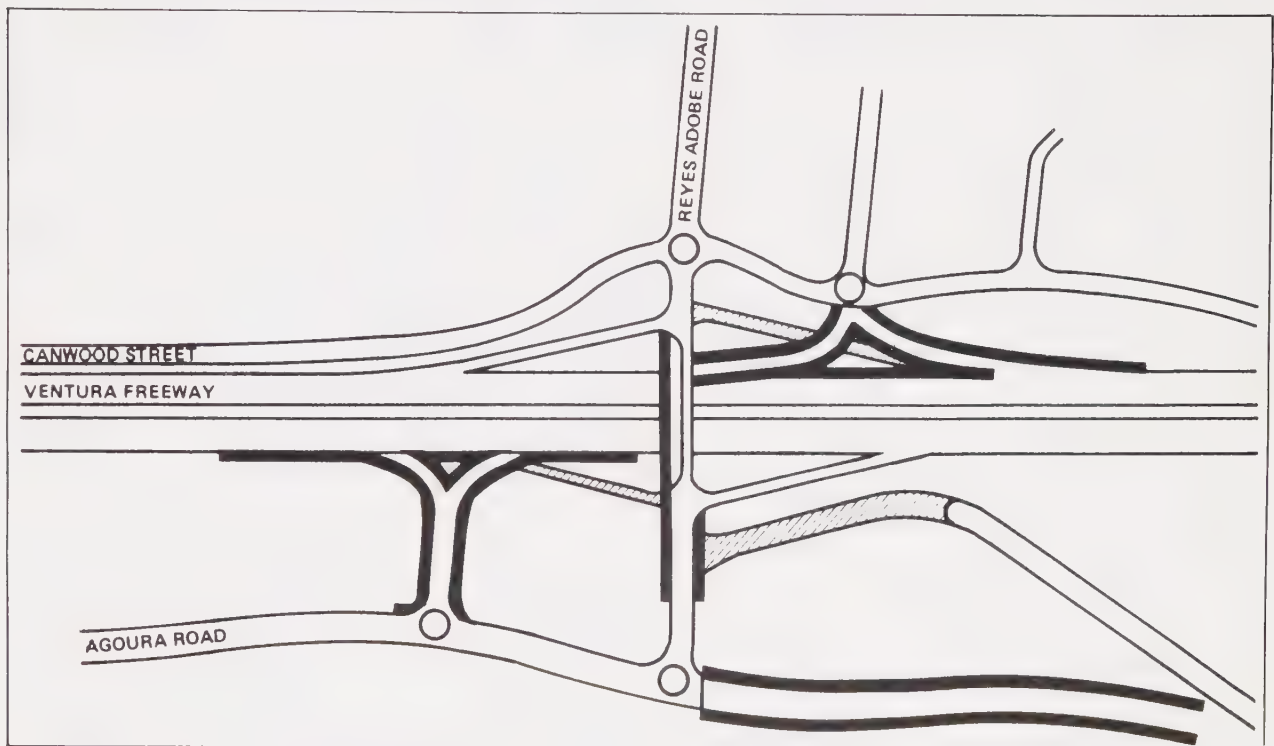
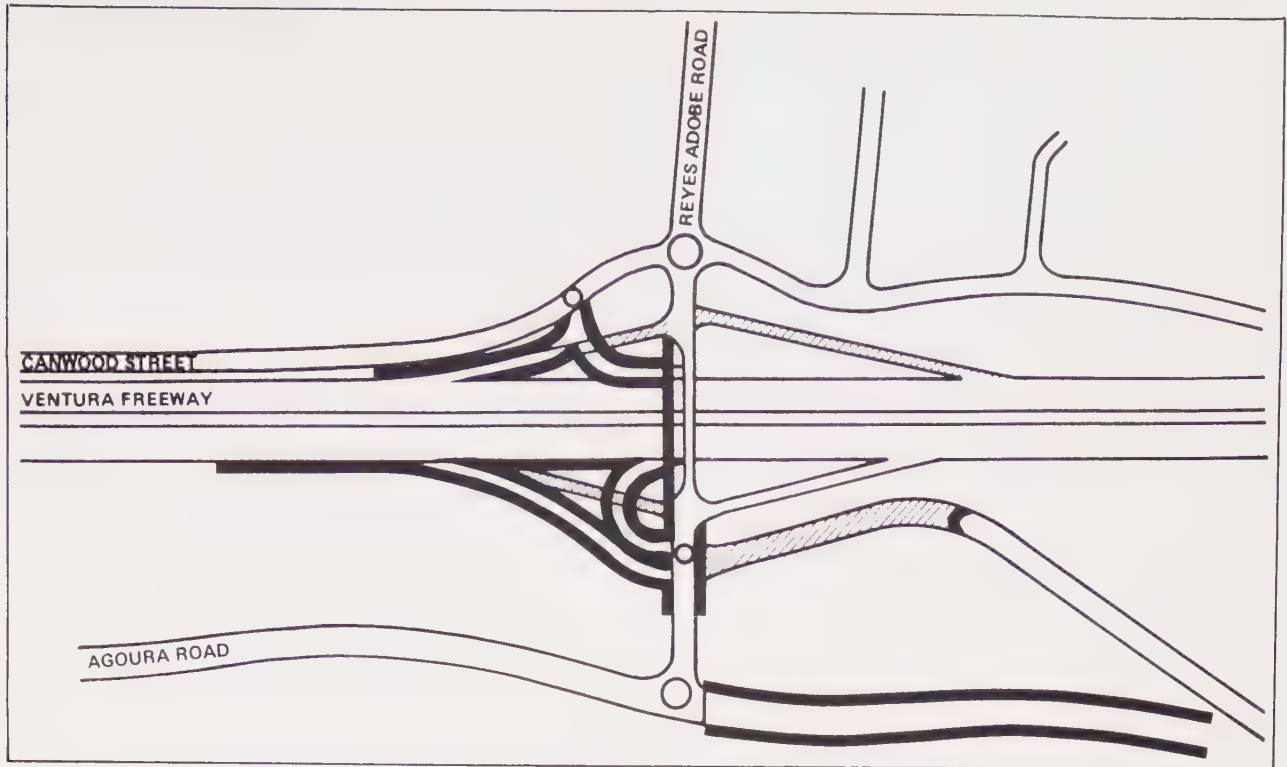


Figure 2.2. - Freeway Ramp Improvement
Alternatives for
Reyes Adobe Road



Freeway entry point to city
at Liberty Canyon.



Freeway signs dominate landscape
near Palo Comado Canyon.



Freeway corridor near
Kanan Road overcrossing.



FIGURE 2.5
PICTURES OF FREEWAY CORRIDOR

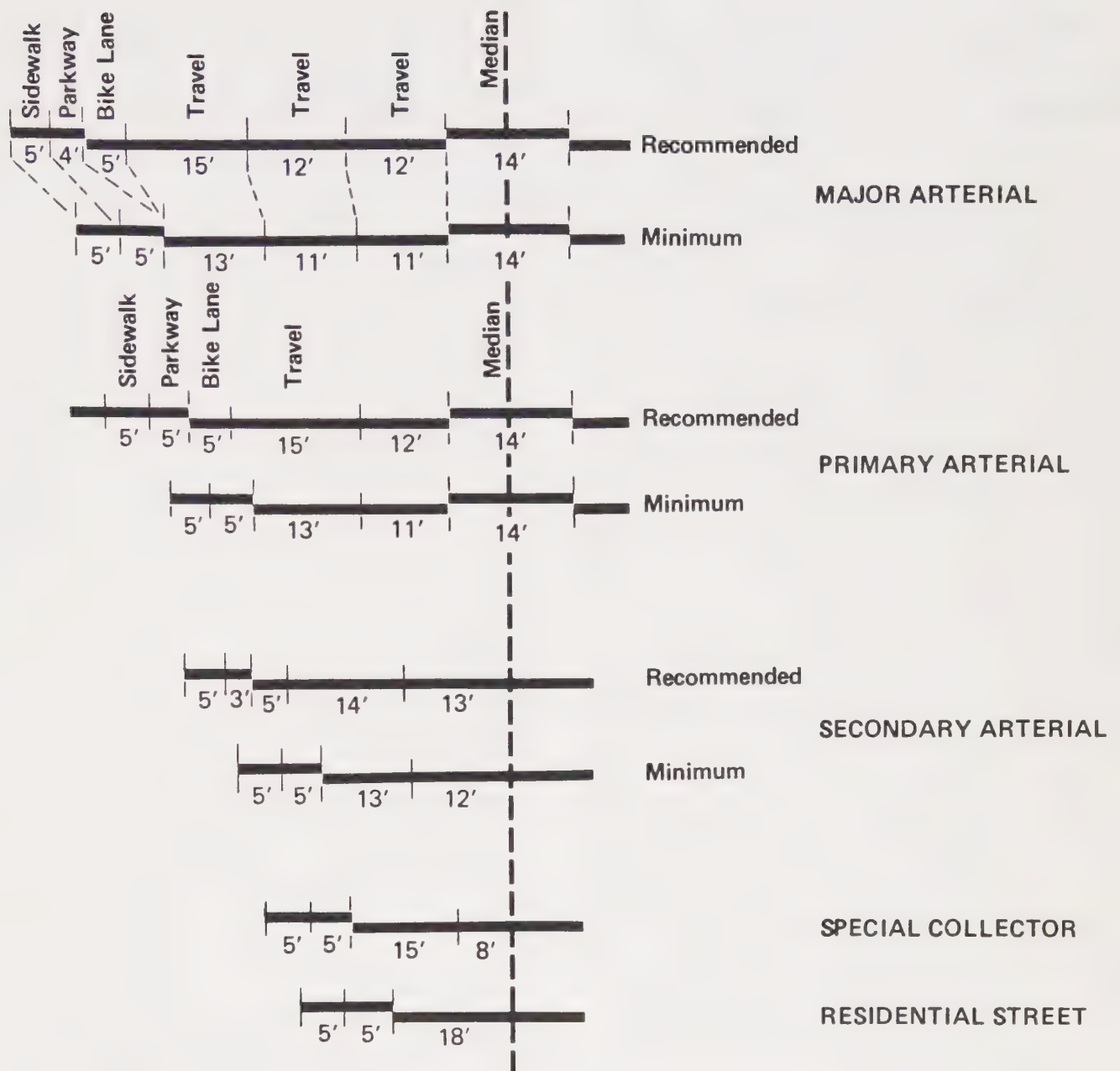


Figure 2.6. Street Design Standards

Implementation In order to achieve Circulation Element goals and
Policies objectives, the following policies are adopted.

- P2.1. Major circulation facilities shall be included in the City's capital improvement program. Development plans shall be reviewed for adequacy of freeways, freeway interchanges and arterials as designated in the General Plan and Capital Improvements Program to provide for normal daily traffic and emergency evacuation. Circulation facility construction will be coordinated with development phasing to insure that necessary circulation facilities are available at the time of project occupancy.
- P2.2. Private streets may be developed where their maintenance and operation needs, including provisions for use of the streets by emergency vehicles, is provided for through a means satisfactory to the City. The arterials and collectors shown on the Circulation Element may not be developed as private streets.
- P2.3. Access to the arterial streets shown in the Circulation Plan shall be controlled by the standards, in the case of streets, of the American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Urban Highways, and in the case of driveways, of the Institute of Transportation Engineers, Guidelines for Driveway Design and Location, as modified by the City as appropriate.
- P2.4. The City shall encourage exploration and application of innovative transportation systems in specific plans where appropriate.
- P2.5. The City will work with the Oak Park Community, Ventura County, and other agencies toward a solution to the Regional East-West circulation problem.

Pedestrian Facilities. The pedestrian system of the City shall consist of pedestrian ways, either sidewalks or separate paths, along the arterial streets shown in the Circulation Element, and pedestrian trails along open space corridors and in open space areas, where appropriate.

Pedestrian System Policies P2.6 All new developments shall provide safe and convenient pedestrian access, by means of sidewalks or separate paths, from all built portions of the development to the City's pedestrian system, to schools and public facilities, and to transit stops and community transit centers.

P2.7. The City will work with the Santa Monica Mountains Conservancy, National Park Service and other appropriate organizations to develop the regional trail system for the Santa Monica Mountains, and the local trail system outlined on Figure 2.7.

P2.8. The City will work to provide trailheads at appropriate places on the trail system such as at parks and parking lots with potential for joint use.

Bicycle Facilities. The bikeway system of the City shall consist of those routes illustrated on Figure 2.7.

Bicycle System Policies P2.9. New developments should provide bike paths to connect to the City system, to schools and public facilities and to other centers of neighborhood activity where feasible.

Parking Policies P2.10. The City should develop and adopt a parking management plan for new commercial development in the freeway corridor to minimize vehicle trips.

Transit Policies P2.11. The City should investigate the feasibility of providing, either directly or by contract, internal transit service in Agoura Hills.

P2.12. A community transit center should be developed to serve as a focus for transit service to the community. Space of at least one acre shall be provided for development of an off-street bus stop, passenger waiting area, and park-and-ride lot, as appropriate.

Equestrian Policies P2.13. The City will support development of equestrian trails and equestrian facilities in Old Agoura and other appropriate areas.

Circulation System Financing P2.14. Developers shall be responsible for providing circulation facilities described in the Circulation Element which are required by their developments. The City may assist with local, state or federal funds, or through development fees to be collected from future related developments, when such funds are available and such expenditure is in the public interest.

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

GROUND HIGHWAY ELEMENT

APPENDIX A

3. COMMUNITY DESIGN ELEMENT

Introduction The Community Design Element of the General Plan deals with the development of the community image and identity. Through the policies of the community design element, the City attempts to emphasize those elements that make Agoura Hills unique and set it apart from surrounding communities. In addition, the community design element deals with the appearance of the City, the achievement of an attractive urban environment which reflects the natural environment surrounding the community.

Through development of appropriate boundaries and linkages, the community design element attempts to make the organization of the community clear to those who live here and those who pass through. Through the development of focal points and image points, the community design element attempts to identify the different districts and functional areas of the City.

Background Until recently, Agoura Hills was set apart from surrounding development by wide stretches of rolling hills covered with oaks. The center of historic Agoura provided a stop along Highway 101 with a variety of shops, restaurants and other facilities catering to the highway traveler and the local community. The community itself was characterized by low density and a rural life style. Main roads wandered along oak-lined streambeds, and frequently saw horse traffic. Barns and sheds accompanied rural dwellings set far back from the main road, and wood fences typically framed the streetscape.

Problems and Opportunities This character is still reflected in the Old Agoura district of the City, but has been all but lost in the much higher density and urban development standards of most recent residential and commercial development.

The old highway commercial center has become a blaring profusion of ugly signs and utility poles, reflecting a perception by local businesses that they must appeal to a traveler moving much faster, and much farther away, than in the old days. It is this image that most travelers unfamiliar with the City remember when placing Agoura Hills in their minds, not the rural atmosphere or the planned residential districts developed in recent years.

Although new development cannot hope to capture all the flavor of Historic Agoura, the scattered oaks on the hillsides, the familiar profile of Ladyface Mountain, and the strong physiographic structure of the community nestled among the surrounding hills provide a significant opportunity to make the natural environment

a part of the new community. The character and flavor of Historic Agoura can be preserved through adoption of land uses and development standards which reflect its quality.

Hillsides can be preserved through designation of key features as open space areas.

Goals and Objectives	The goals and objectives of the community design element reflect the desire expressed throughout the planning process, to preserve the character of Old Agoura, to make the natural environment an important part of the community, and to improve the quality of new and existing development throughout the City.
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Goals	Objectives
3.1 Create an efficiently organized and aesthetically pleasing City.	<div>3.1.1 Create an urban structure that is understandable and has an efficient relation between activities and land uses.</div> <div>3.1.2 Create an identity for Agoura Hills.</div> <div>3.1.3 Maintain the rural atmosphere of Agoura Hills.</div> <div>3.1.4 Maintain an awareness of the City's natural environmental setting.</div> <div>3.1.5 Develop a high-quality highway image that supports the image of quality desired by residents and new businesses locating in Agoura Hills.</div> <div>3.1.6 To preserve the high quality of the City's existing residential areas.</div> <div>3.1.7 To enhance the existing commercial and industrial development without adversely affecting the residential character of the community.</div>

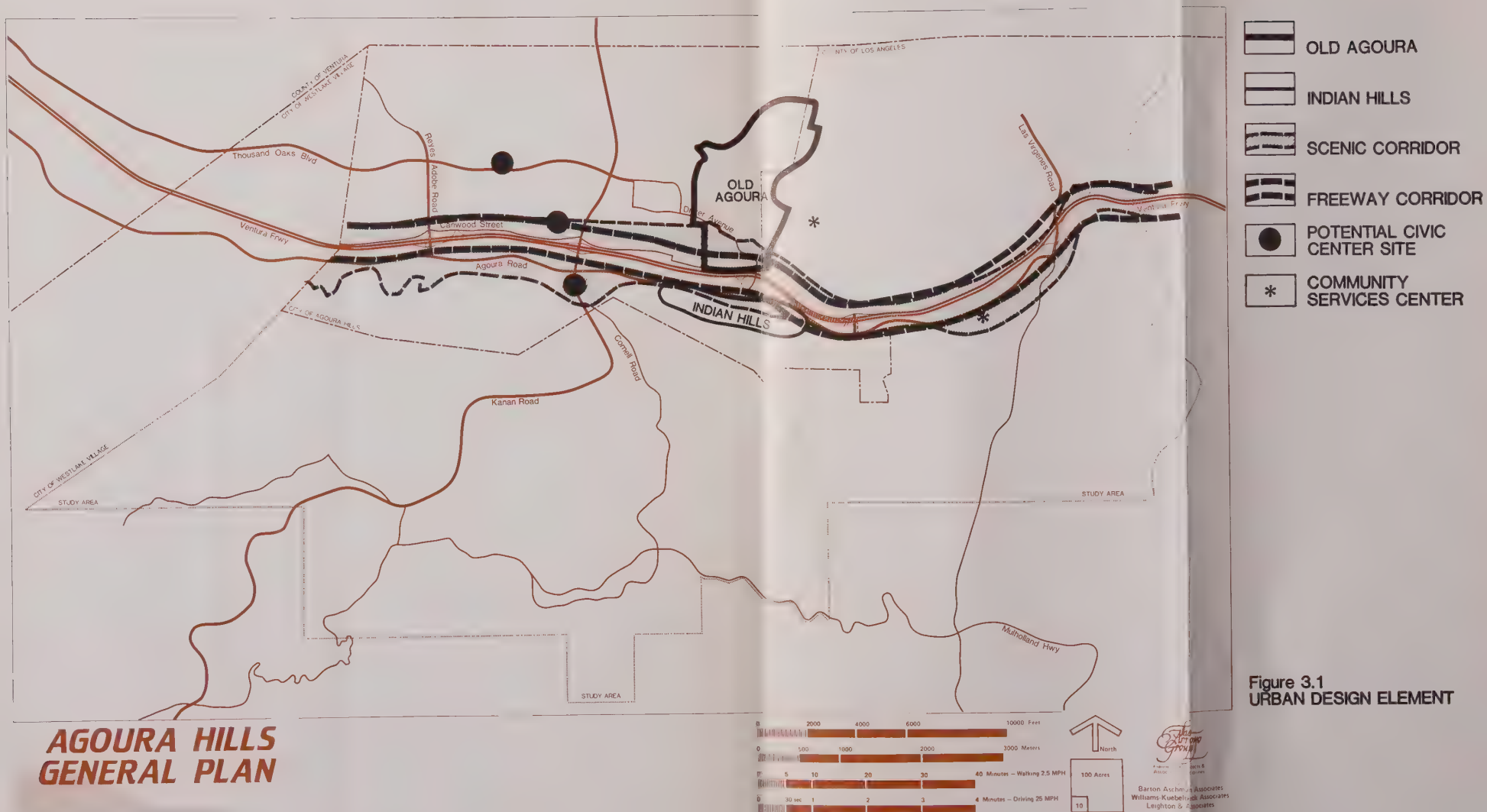


Figure 3.1
URBAN DESIGN ELEMENT

The Community Design Element map on the following page summarizes the urban design structure of the City and reflects the recommendations of the community design element for key image and identification areas.

Achieving
Community
Identity

Community identity is the perception or image of the community in the minds of residents and others who visit the community. A community's identity includes the many images that people associate with the community. These images include images of the physical form and nature of the community, and images of the type of people and life style associated with the community.

The community's identity is clear if people can readily perceive the community in images that differentiate it from neighboring communities. The identity is accurate if the perceived community is an image that closely represents the actual community. The identity or image is good or positive if people perceive the community to be an attractive area and have a high quality of life.

The community design element identifies goals, objectives and policies for community image based on the assumption that it is desirable to have a clear, accurate and positive community image.

The City of Agoura Hills is made up of a number of smaller communities or districts, each of which may have an identity or image of its own, but should be related to the whole image of Agoura Hills.

Community identity can be achieved through a number of means, all of which help contribute to a clear, accurate and positive image. Some means of identity include:

- o Identification with natural or man-made landmarks, such as Ladyface Mountain, Strawberry Hill, the Indian of Indian Hills, the Hidden Trails, Whizins clock tower, Reyes Adobe and other landmarks throughout the community. Landmarks provide ready mental reference points that aid in understanding community structure. In order to aid in developing a clear, accurate and positive community image, landmarks should be associated with community features that are significant by their size, location or symbolic importance to the community.
- o Use of a common vocabulary of materials, colors, forms and designs throughout the community. Because the streets exist throughout the community and are the point from which most people perceive the community, the public improvements in the street

right-of-way can have an important effect in defining the community image, and in defining the boundary between one community and another. Such factors as the design of sidewalks, curbs and gutters; street signs, street lights, fire hydrants, street trees, litter receptacles; entry and exit signs and others can all be used to define the image of the community.

Private developments can contribute to the community image through adherence to design guidelines that establish such a common vocabulary for private developers. Such factors as the height and bulk of structures, setbacks, materials and finishes all help define the community identity.

The following discussion deals with the different images that exist in key districts of the City, and ways to improve and maintain the image in the future.

Freeway Corridor The existing image of the City's freeway corridor varies widely along its length. The image of the City to others depends strongly on its image in the freeway corridor. The current image presented is not one of high quality, and presents a potential problem in attracting new development of high quality.

Design guidelines for the freeway corridor need to reflect the following needs:

- o Preservation of an image of high quality and low-intensity office park or "campus-like" environment for business uses;
- o Preservation of the natural environment and local landmarks, particularly Ladyface Mountain;
- o Development of a higher-quality image for retailing.

Ladyface Mountain The table on the following page summarizes design objectives for Ladyface with design guidelines concepts related to achieving these objectives. The figures on the following pages illustrate how these regulation concepts could be applied to individual projects in the Ladyface corridor.

Preservation of views to Ladyface from a distance requires keeping clear lines of sight from the viewpoint to Ladyface Mountain. Because the City's topography provides views to Ladyface from many areas, and there are few natural barriers to visibility, control of man-made barriers to views is required. Because of the height of Ladyface, development along the base of

TABLE 3.1

ACHIEVING COMMUNITY DESIGN OBJECTIVES FOR LADYFACE
SOUTH OF AGOURA ROAD

Objective:

Policy:

Maintain clear views from distance

Limit height of structures near viewer.

Provide for breaks between structures.

Maintain clear views from nearby areas

Provide breaks between structures. Reduce site coverage. Setbacks from arterial streets.

Do not break view to ridgeline with structures

Limit height to below line-of-sight between viewer and ridgeline and height should be compatible with the natural terrain.

Maintain view corridors between structures

Require clear areas at ground level between structures.

Limit coverage by buildings above 35 feet

Keep the natural structure of Ladyface visible from a distance

Limit maximum elevation of building tops relative to freeway or Agoura Road.

Maintain natural appearance

Use landscaping to hide structures, roadways and parking areas.

In the area designated for development at the base of Ladyface, such development shall, when possible, conform to existing terrain.

Design guidelines for the freeway corridor should include building setbacks, building heights and ground heights to preserve and enhance scenic views.

Ladyface will have almost no effect on views to the upper reaches of the mountain from distant points. Development and landscaping at the viewpoint will have much more effect on keeping views open. Because even a one-story or two-story structure at the street (for example, along Thousand Oaks Boulevard) can block views to Ladyface, views can only be preserved by maintaining open space gaps between buildings at ground level, providing gaps in landscaping, and providing building setbacks. In general, low, massive buildings near the viewer are more destructive of views and open space objectives as preservation of oaks, riparian habitat or archaeological sites than more slender, taller structures with low site coverage.

The photos of Figures 3.6 and 3.7 illustrate land use boundaries along Ladyface from a distance. Land use boundaries do not allow development above approximately 1100 feet along the visually prominent areas at the base of Ladyface. This insures that the top 700 feet to the ridgeline, which varies in elevation from 1800 to 2100 feet, will remain undisturbed by urban development.

Maintaining clear views to Ladyface from nearby areas, such as along Agoura Road or the freeway, is dependent on development along Agoura Road. Because even low structures at the roadway can block views, preservation of views requires limiting heights, limiting coverage at ground level, and setting structures back from the street. Design guidelines which require setbacks, limit total site coverage, and require maintenance of key view corridors will help preserve the local impression of the natural environment along Agoura Road and the freeway.

Another factor in preserving nearby views is limiting penetration of structures into the space above two stories to a small percentage of total site area. This limit will help insure that taller structures obstruct only a small part of the view, and that view lines between structures will be available.

Maintaining an unbroken view to the Ladyface ridgeline is important in preserving the impression of importance of Ladyface as a landmark. Design guidelines which identify the ridgeline view angle from key locations and limit structure height to preserve this view angle will help preserve this unbroken ridgeline view. Because of the nature of topography in the corridor, there are some locations where views would be broken by a two-story building, or even by natural terrain. Therefore, preserving a complete unbroken view to the ridgeline from all points is not considered feasible when other objectives are considered.

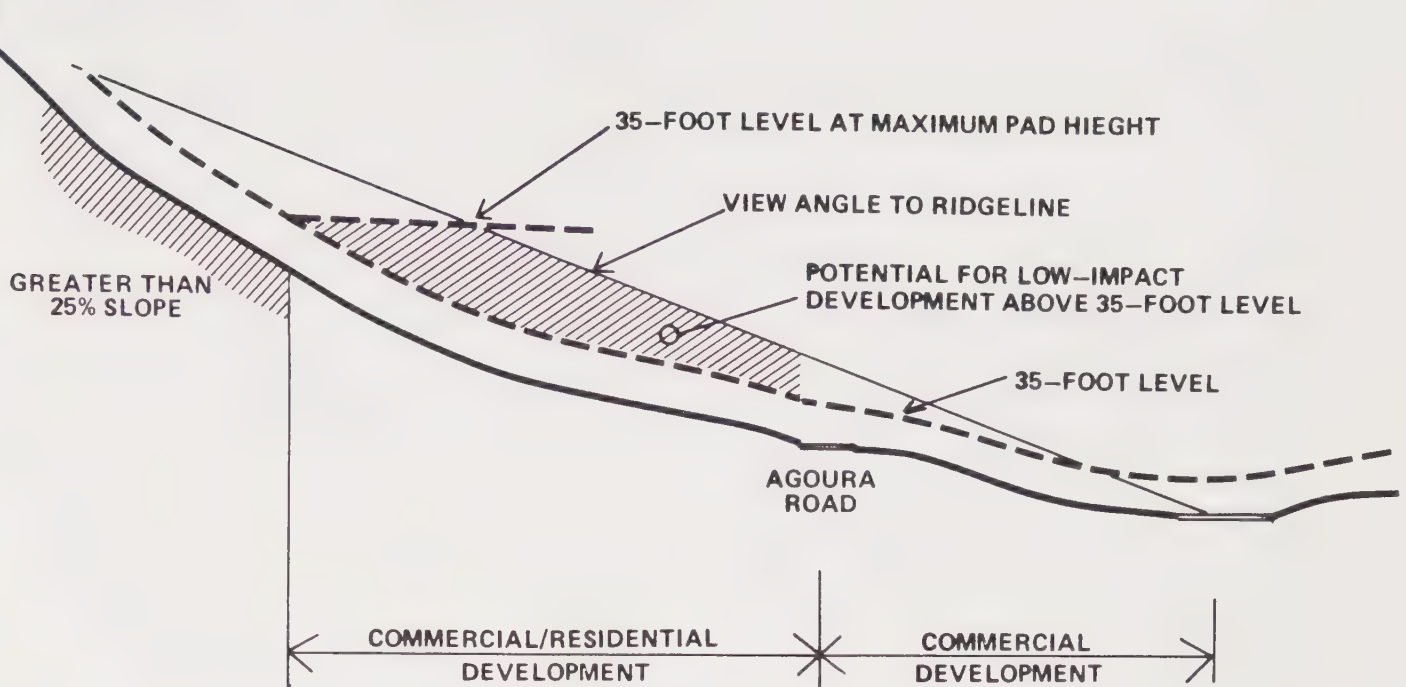


Figure 3.2 Conceptual Section through Ladyface along Agoura Road illustrating potential development regulations.

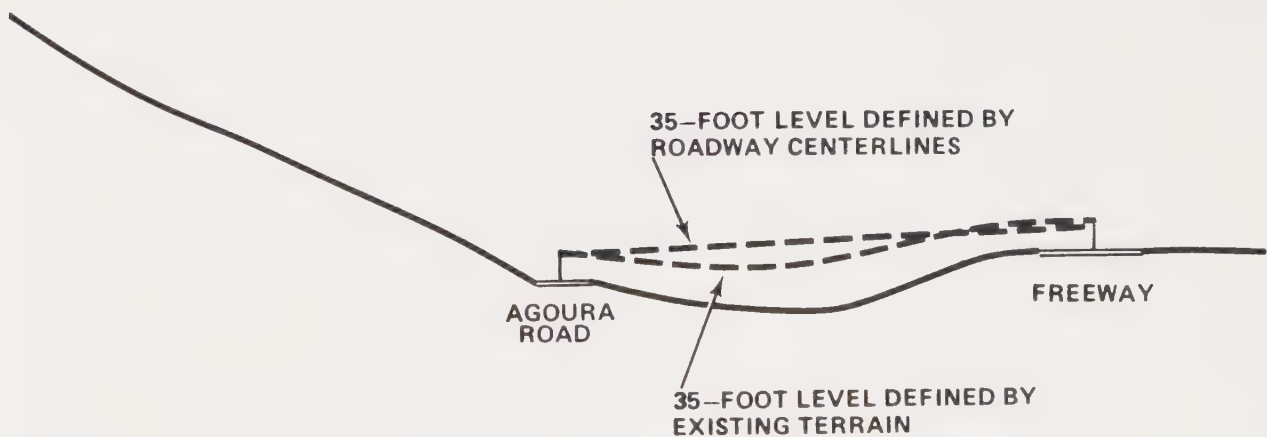


Figure 3.3 Conceptual Section through Agoura Road illustrating potential development regulations.

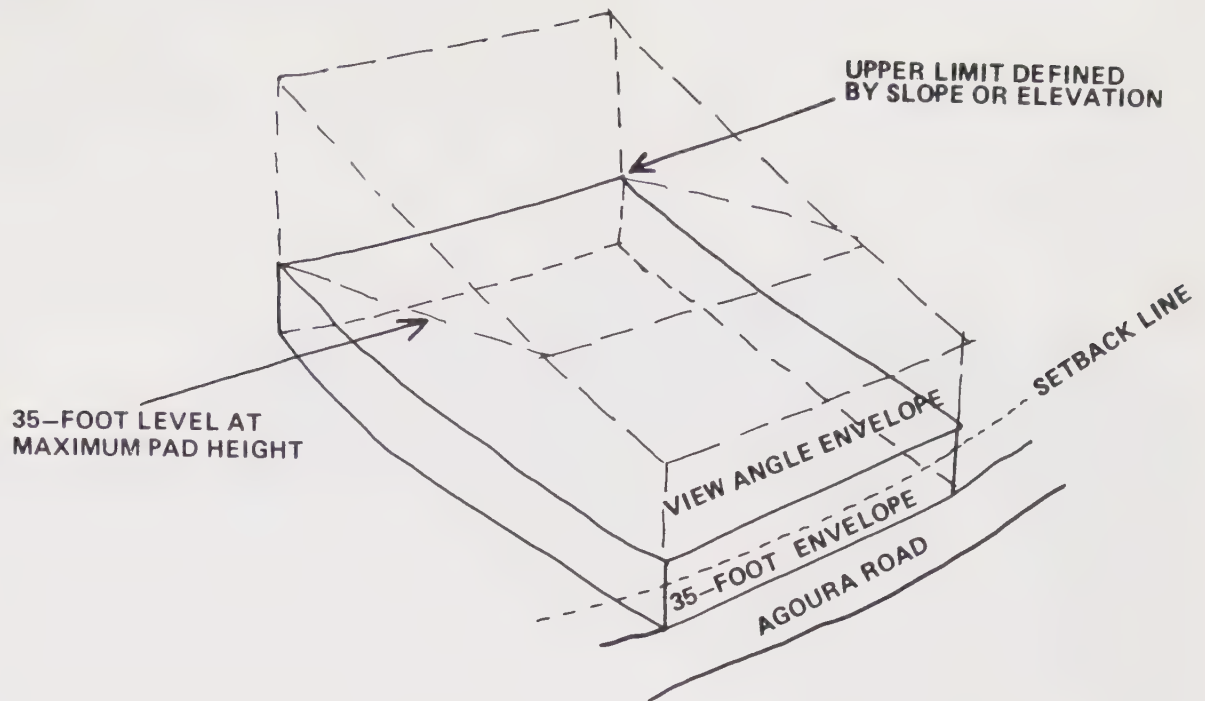


Figure 3.4 Conceptual Development Envelope for a Site along Agoura Road at the base of Ladyface.

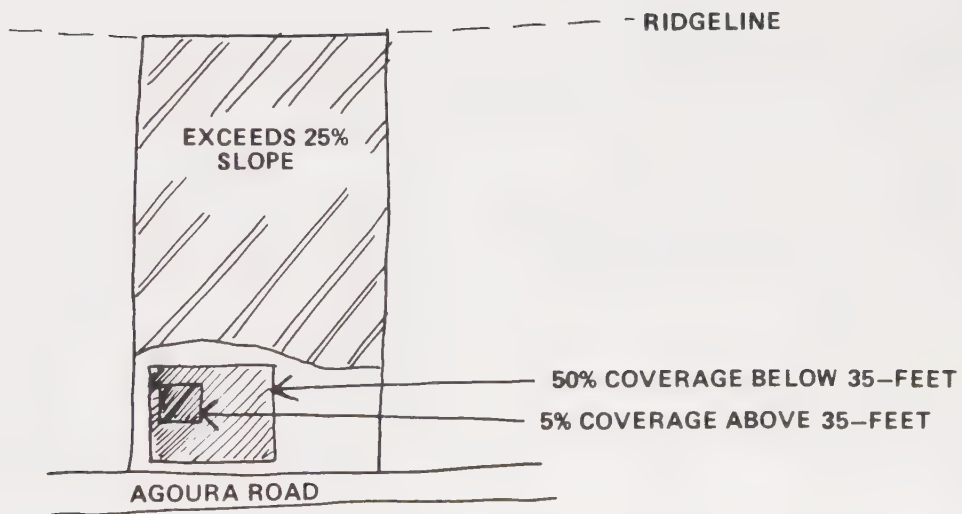


Figure 3.5 Site Coverage Concepts



FIGURE 3.6
POTENTIAL DEVELOPMENT ALONG LADYFACE MOUNTAIN

Figures 3.2 through 3.6 illustrate the interrelationship of a number of design guidelines in defining a building envelope which permits development flexibility while meeting other objectives for maintaining views.

Old Agoura The Old Agoura district of the City is characterized by low residential density, a wide variety of residential designs reflecting individual tastes, and a rural level of public improvements. Many gravel roads without curbs or sidewalks and with sharp curves and steep grades exist in this area. Unimproved drainage channels with erosion problems exist in a number of areas.

This rural level of improvements contributes to an image of a rural life style, but development densities are reaching a point where public safety problems are presented by serving the large number of residences developed at these standards.

Because improvement of these areas to urban development and design standards would in most cases involve very high costs and be disruptive of the character of the community, it is appropriate to identify those elements of community character that are important to preserve, and to identify public improvement standards and guidelines that are sufficient to solve safety problems while preserving rural character.

Among the elements of such a program may be the following:

- o Development of rural improved street standards which provide for:
 - . Low-maintenance paving materials
 - . Appropriate shoulder materials and/or gutters and curbs to control runoff and erosion problems
 - . Reduced pavement width standards providing adequate traffic movement
 - . Parking restrictions in areas with sharp curves and limited visibility
 - . Rural sidewalk/path standards where appropriate
 - . Bridges and culverts where necessary
 - . Erosion control measures in drainage channels
 - . Safe accommodation of pedestrian, equestrian and bicycle traffic where appropriate.
- o Development of a vocabulary of street furniture, landscaping and design reflecting a rural image and rural level of improvements.

The old Agoura area also provides a historic commercial area on the south side of the Freeway which is characterized by a mixture of land uses, including historic buildings, residences, office buildings, commercial uses, a shopping center, a market, daycare center and low intensity outdoor display uses. Any in-filling in this area should be low-intensity and of an Old Town theme. Special treatment of streets, design and furniture, building materials, signs and landscaping should be carefully considered.

Hillside
Development

Hillside development presents a number of problems and opportunities to the City. Hillside homes in Agoura Hills provide an opportunity for magnificent views of the surrounding hills, Ladyface Mountain, and the rest of Agoura Hills. Hillside lots are the most desirable and expensive in the City.

However, hillside areas bring development problems. Because of their high visibility, hillside areas have the potential to become significant eyesores if development is not sensitively handled. Figure 3.7 on the following page shows hillside development in the past in Agoura Hills which presents a poor visual image to surrounding areas.

Hillside development also brings the potential for erosion problems, fire control problems, access problems and high public service costs per unit because of low developable density.

Because of the high visibility of hillside development and potential problems that result from this development, it is appropriate for the City to enact special controls on hillside development to minimize adverse impacts. Among the aspects of development that may be regulated to minimize adverse impacts are:

- o Building design and site placement to minimize visual impact including:
 - . minimize large blank surface areas
 - . minimize structure height above existing grade
 - . provide distant views while minimizing nearby visibility
- o Site layout, grading and landscaping including:
 - . require new development when feasible to conform to the natural terrain
 - . minimize creation of large cut and fill slopes
 - . minimize "stairstep" effect of building pads
 - . landscape to hide structures



Figure 3.7. Hillside Development Problems

The photo above illustrates visual problems of inappropriate hillside development.

- o Colors and materials which are compatible with the surrounding natural environment and do not draw attention to structures.
- o Subdivision design to minimize extension of roads laterally along steep slopes, minimizing highly visible road cuts and fills.
- o Special public works standards for hillside areas to minimize environmental effects, such as reduced road widths, minimum sidewalks and bike lanes where necessary.
- o Density standards to reduce the need for slope modification.
- o Slope preparation and grading including on-site inspection during grading.
- o Landscaping and maintenance for slope management.
- o Site plan review to insure adherence to hillside development standards.
- o Require retention of vegetation to stabilize slopes.
- o Prohibit development on primary and secondary ridgelines.

Because hillside development makes the tops of buildings at lower elevations visible, it is important to consider aesthetics in roof design in the freeway corridor and other low elevation areas. Roof design should include shielding of mechanical equipment including air conditioners, fans and ductwork, and use of roof materials and assembly techniques which appear finished and attractive.

Signs Signs serve an important function in the urban environment. Many signs are necessary to protect the public health and welfare. Others provide information necessary for efficient travel and location of destinations. Signs are used by private businesses to identify their location, create an image, and to sell goods and services.

Because signs are intended to communicate visually, they have the potential to conflict with achievement of goals and objectives for achieving visual and aesthetic quality in the environment.

Public safety, information and identification signs do not in general cause significant visual pollution problems. The size of these signs is usually limited to that necessary to communicate a simple message to nearby viewers. The signs that have potential to conflict with other objectives are in general those used to sell.

Signs used for selling have design objectives which are in direct conflict with other objectives of the General Plan. Signs used for selling must: (1) get attention, and (2) communicate a simple sales message. In order to get attention a sign must be (1) as large as possible, (2) in an attention-getting location, (3) contrast with its surroundings, and (4) draw the eye by its color, design or text. These characteristics place advertising signs in direct conflict with urban design objectives which encourage (1) a natural appearance to the roadside environment, (2) unobstructed views of key landmarks and features, (3) clear communication of community structure through visibility of various areas of the City.

Because of the high quality of the natural environment of Agoura Hills, the importance of the freeway corridor to the City's image, and the importance of the image of the Santa Monica Mountains National Recreation Area, and the significant potential for advertising signs to conflict with these objectives, advertising signs are inappropriate in the freeway corridor and should be eliminated from the corridor as soon as possible. Because state law has preempted much of the authority of local government to regulate existing off-premise advertising signs (billboards), regulations and other strategies will need to be carefully framed to be successful in eliminating such signs.

On-premise advertising and identification signs also have the potential to create an unattractive environment in commercial areas. Each establishment is encouraged to use larger, more attention-getting signs in order to draw attention from his competitors, with the ultimate result that no one can get a message across in all the confusion.

In order to minimize the adverse effects of signs while preserving their ability to communicate needed information, the following characteristics of signs should be regulated in all commercial areas.

- o Subject matter limited to activities occurring on the premises on which the sign is located.
- o Size in relation to structures and frontage.

- o Placement on structure.
- o Lighting
- o Height.
- o Color and materials
- o Use of special area themes, type styles, etc.

Open Space
Corridors

Open space corridors provide an opportunity to create a continuous network of natural open space through the community. Open space corridors can help create a sense of connection to the natural environment throughout the community by making a strong statement of open space at locations where open space corridors cross major transportation corridors. Linkages between major open space corridors and pedestrian circulation systems of private development should be encouraged.

Open space corridors should make a strong statement of open space, particularly where crossing major circulation elements, through techniques such as:

- o Signing and graphics for trail systems
- o Broad expanses of grass or natural plant materials as appropriate to the open space context
- o Use of large groups of trees.

Open space corridors are more fully described and mapped in the Open Space Element.

Historic Sites
and Buildings

The Reyes Adobe is the principal historic site of interest in Agoura Hills. The Adobe is located north of the Ventura Freeway on Reyes Adobe Road. The Las Virgenes Historical Society is currently in the process of seeking listing of the Adobe on the National Register of Historic Places and operating the Adobe as a local cultural history museum.

The Agoura Hills area is also the site of a number of Native American dwelling sites and burial grounds. An effort could be undertaken in cooperation with the Santa Monica Mountains National Recreation Area and the Santa Monica Mountains Conservancy to preserve, or if preservation is impossible, excavate these sites, and establish an interpretive center for exhibits of local cultural history.

An additional site of local historic interest is the 14-foot Indian statue built by Jean de Strelecki, a Polish Count and artist, who was impressed by the few remaining Chumash Indians in the Agoura Hills area. The statue was unveiled in 1940 and given the name "Chief White Eagle". The statue is a prominent landmark visible from the Ventura Freeway.

Other appropriate actions to encourage the awareness of the historic background of Agoura Hills include:

- o The use of local historic names in naming streets, buildings, businesses and other facilities as appropriate.
- o The use of local historic themes in developments.
- o The use of local history as a theme for activities, such as "Pony Express Days".
- o The use of historic architectural themes where appropriate in new development.

Development
Compatibility

A major design issue that must be addressed is how the Freeway Corridor, which is essentially commercial and industrial, will develop in a compatible way with the essentially residential character of the community. Consideration for adequate buffering of the effects of such development must be addressed. In addition, the introduction of new residential development in and adjacent to established neighborhoods must be carefully considered as to:

- o Intensity of development
- o Architectural compatibility
- o Minimization of thru-traffic
- o Preservation of major archaeological sites
- o Preservation of views
- o Preservation of riparian habitat
- o Quality of existing lifestyle.

Implementation Policies In order to achieve the goals and objectives of the Community Design Element, the following implementation policies are adopted:

- P3.1 Buildings higher than 35 feet shall in general be limited to the freeway corridor, and shall be developed in accordance with corridor design guidelines. In all areas, buildings taller than 35 feet shall be considered only when appropriate and necessary to the type of development and when taller buildings do not result in a significant adverse visual effect when compared to a similar project within the height limit. The allowance of buildings higher than two stories shall be offset by improved vistas, setbacks and landscaping. There shall be a limitation of a maximum of 35 feet height along the north side of the freeway. In the area between the freeway and Agoura Road west of Reyes Adobe to the City limits, the maximum height shall be 35 feet from existing terrain. In some instances, a one-story limitation may be appropriate. For the area south of Agoura Road, the Development Envelope concept shall apply for the full length.
- P3.2 Design guidelines shall be developed for key image and activity areas to provide for an appropriate organization of land uses, vehicular and pedestrian access, and visual quality. Guidelines shall be developed for Old Agoura, the Freeway Corridor, and hillside development.
- P3.3 A design vocabulary of shapes, colors, textures, materials and symbols shall be developed to help create the City's image in public and private development, and to differentiate Agoura Hills from adjacent areas.
- P3.4 A system of street furniture including lighting, signage, directories, district signs, City identification symbols and other aspects shall be developed for installation on major arterials in the City.
- P3.5 The form and nature of key physiographic features in the City shall be preserved and enhanced through appropriate planning and design of development in accordance with the Conservation Element.

- P3.6 Off-premise signs shall not be permitted in new development in designated scenic corridors. Signs shall be strictly regulated to develop an image of high environmental and urban design quality. Signs shall be limited in area, placement, height, level of illumination, appearance and maintenance.
- P3.7 Public signs shall be limited to those signs absolutely necessary to insure public safety and adequate information. Public signs shall be designed and installed to minimize their adverse aesthetic impact. Symbol signs shall be used wherever possible in preference to verbal signs.
- P3.8 Where appropriate and necessary, identification or logo signs should be used at key points to replace individual highway-oriented signs.
- P3.9 The City will work with CALTRANS to place freeway identification or logo signs for service stations and other freeway-oriented businesses.
- P3.10 Lighting shall be designed to minimize visibility of light sources and illuminated areas from outside property boundaries. Low levels of lighting shall be used along Agoura Road.
- P3.11 Development on sites with high visibility, such as on hillsides or in the freeway corridor, shall be designed to minimize adverse visual impacts. Design standards shall be developed for such areas to reflect the following:
- o Articulation of surfaces to minimize the extent of large blank surfaces.
 - o Camouflage, color and landscaping to minimize visibility and preserve a natural appearance.
 - o Shielding of lighting to minimize glare and distraction.
 - o Limiting of unusual or striking forms to key image-creating land uses and image points.
 - o Use of angled corners or angled placement on site and minimum footprint to preserve sight lines between structures and create an image of open spaces.
 - o Elimination of large artificial cut and fill slopes.
 - o Roof design to provide attractive appearance where roofs will be visible from other areas.

P3.12 Developments on sites with the potential to block views to Ladyface and other visually important features shall be designed to preserve views. Design standards shall be developed to consider the following:

- o Site coverage at ground level and setbacks to maximize visibility from nearby viewpoints.
- o Site coverage at higher elevations above the site (for example, above 35 feet) to minimize view blockage from more distant viewpoints and to minimize cumulative view blockage of adjacent developments.
- o Maximum building height relative to view angles and terrain.
- o Development of models, photographic overlays or 3-d computer simulation as appropriate to present visual impacts to decisionmakers.

P3.13 Projects developed in riparian habitat areas and open space corridors should preserve habitat and provide for public access through open space corridors in project design when feasible. If such preservation is not proposed, an EIR for the proposed project shall consider alternatives which result in habitat preservation.

3.14 Require Architectural Review of all projects to insure the use of materials and colors compatible to the surrounding area and the community as a whole.

3.15 Only allow new development that:

- o Maintains the rural character of the community
- o Maintains the privacy of existing residential development
- o Protects the livability of existing neighborhoods
- o Minimizes conflicts of intensity of development
- o Preserves and protects natural features that are key ingredients of existing neighborhoods
- o Preserves views from existing neighborhoods
- o Discourages through traffic in existing neighborhoods

- o Separates noise generators and areas of quieter use by setbacks and buffering
 - o Provides for the maintenance of all common areas, including the landscaping along major streets
 - o Undergrounds existing utilities
 - o Provides for the input of existing affected Homeowners Associations.
- 3.16 A committee of existing residents and businessowners shall be created to assist the City in establishing the Old Historic Agoura Preservation District, which shall be comprised of the area north of the freeway, easterly of the high school to the landfill, south of the freeway from Cornell Road between the Freeway and the Primary Ridgeline on the south. Said District shall include provisions for intensity of land uses, local circulation, and design standards for architecture, setbacks, landscaping, parking, lighting, signs, streets, drainage, building heights and buffering between uses. In addition, the committee shall develop strategies for addressing existing incompatible uses and design.
- 3.17 In commercial centers all signs shall have similar and subdued background.

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES,
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

REGIONAL HIGHWAY ELEMENT

APPENDIX A

4. HOUSING ELEMENT

Regulatory
Context

The housing element is a required element of the General Plan for all California cities under Section 65302(c) of the Government Code. Housing element guidelines are detailed under Section 37041 of the Health and Safety Code promulgated by the California Department of Housing and Community Development.

Under provisions of Government Code Section 65302(c), the Housing Element is to include standards and plans for the improvement of housing and for provision of adequate sites for housing. The element is to make provision for the housing needs of all economic segments of the community, and is to include provisions for manufactured housing including mobile homes and modular homes, as well as site-built housing.

The Housing Element Guidelines identify three objectives for the housing element:

- (1) The provision of decent housing in a satisfactory environment for all persons regardless of age, race, sex, marital status, ethnic background, source of income or other arbitrary factors.
- (2) The provision of adequate housing selection by location, type, price and tenure.
- (3) The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

To meet these objectives, the guidelines require that the housing element contain an evaluation of the housing problem, including an analysis of the capacity of the existing housing supply to provide all economic segments of the community with decent housing, and a problem-solving strategy aimed at remedying any housing problem.

Because the land use element of the general plan indicates that the City of Agoura Hills will increase approximately 30% in population over the next 15 to 20 years (Table 4.1), the City's housing problem must be defined both in terms of existing units and population and in terms of future units and potential population.

Housing Goals
and Objectives

Housing element goals and objectives were identified early in the General Plan revision process and have been revised through the citizen participation process.

Goals	Objectives
4.1 Insure adequate housing opportunities for all social, economic and age groups.	<p>4.1.1 Provide opportunities for a range of densities, housing types and price ranges which will enhance a variety of life styles for different income levels and allow those who work in the City to live in the City.</p> <p>4.1.2 Enable those with special needs, including the elderly, handicapped and disadvantaged, to find desirable housing where feasible through incentives, subsidies or other assistance.</p> <p>4.1.3 Provide opportunities for provision of rental housing.</p> <p>4.1.4 Provide opportunities for below market rate housing without sacrificing high quality construction and maintenance.</p>
4.2 Provide safe, high quality, and energy efficient housing.	<p>4.2.1 Maintain standards to insure adequate light, open space, energy conservation and protection from noise and other pollutants.</p>
4.3 Create a compatible mix of densities and residential and non-residential uses.	<p>4.3.1 Protect housing from encroachment by conflicting uses.</p> <p>4.3.2 Encourage the integration of various housing types with commercial and industrial areas to provide housing in close proximity to commercial and employment centers.</p>
4.4 Preserve existing housing, neighborhoods and affordability of existing units	<p>4.4.1 Insure a high level of maintenance of the existing housing stock wherever feasible.</p> <p>4.4.2 Provide for a compatible transition between differing housing types.</p>

Objectives

- 4.4.3 Identify areas with housing maintenance problems for concentrated rehabilitation efforts.
- 4.4.4 Utilize intergovernmental assistance programs where appropriate to meet the City's housing needs.
- 4.4.5 Permit the development of congregate housing (units with common cooking and dining facilities, and separate living quarters) in order to provide affordable housing opportunities for senior citizens.
- 4.4.6 Support the formation and efforts of bona fide nonprofit organizations and citizens groups who are eligible to apply for federal and state housing funds and who may sponsor proposals to provide affordable housing.

In response to the General Plan questionnaire, though residents did not express a strong desire to provide for low and moderate income housing, they realize the need to provide for a fair share of a variety of housing types and wish to cooperate with surrounding communities and the State in meeting regional housing needs.

The goals and objectives for the housing element cannot be achieved without substantial local involvement in housing through regulation, information collection, enforcement, provision of assistance and on-going monitoring.

Definitions A housing problem exists when the market cannot meet housing needs. Housing needs for the purposes of the housing element are defined by local goals, allocation of regional needs, and a variety of federal definitions. Federal definitions include definitions for what constitutes a "decent" housing unit, and standards for what constitutes "affordable" housing for various income groups.

TABLE 4.1

YEAR 2000 POPULATION AND HOUSING PROJECTIONS

<u>Residential Density</u>	<u>Dwelling Units</u>		<u>Persons/Unit</u>	<u>Population</u>
	<u>Range</u>	<u>Expected</u>		
CITY				
Rural (0.05-0.2/acre)	0-40	19	2.8	53
Very Low (0.2-1/acre)	100-200	144	2.8	402
Low (1-2/acre)	200-400	328	2.8	918
Single Family (2-6/acre)	5000-6500	5872	2.5	14,680
Medium (6-10/acre)	800-1400	1188	1.7	2,020
Medium High (10-15/acre)			1.5	
High (15-25/acre)	200-400	324	1.4	454
Cluster (10-15/acre)	100-600	504	1.5	756
Open Space (varies)	0-300	234	2.8	655
Total		8612		19,938
STUDY AREA OUTSIDE CITY				
Rural (0.05-0.2/acre)	100-400	345	2.8	965
Very Low (0.2-1/acre)	100-400	257	2.8	720
Low (1-2/acre)	1500-2000	1654	2.8	4632
Single Family (2-6/acre)	1500-4000	3236	2.5	8,090
Medium (6-10/acre)	1000-1600	1548	1.7	2,632
Medium High (10-15/acre)			1.5	
High (15-25/acre)	0	0	1.4	0
Cluster (10-15/acre)	0-600	432	1.5	648
Open Space (varies)	0-500	496	2.8	1,388
Total		7968		19,074

The federal government defines very low income households as those earning less than 50% of the area's median income, lower income households as those earning less than 80% of the areawide median income, and moderate income households as those earning between 80 and 120% of the areawide median income, both adjusted for household size.

- o Thus a city is considered to have a problem of housing affordability for those low and moderate income households occupying units at a cost greater than 30% of gross household income.
- o A city is considered to have a problem of overcrowding for those units with more than 1 person per room.

- o A city is considered to have a problem of suitability or habitability if it has households living in housing needing rehabilitation or replacement.
- o Special needs for housing include housing needs of large families, minority households, the elderly, the handicapped, low-income singles, and persons displaced as a result of public activities.

Housing Needs

Housing needs are identified by examining population and employment projections for the community. Housing market projections are compared to population and employment to identify potential problems in supplying housing which meets the needs of the population. In addition to meeting local needs, localities are encouraged by regional planning policy to attempt to meet a share of regional housing needs resulting from concentration of low- and moderate income population in a few jurisdictions in the region. The target adopted by the Southern California Association of Governments is 25% of the difference between the jurisdiction's current proportion of low- and moderate-income households and the regional proportion of such households.

Population and
Employment Trends

Land use capacity of the Agoura Hills area was identified based on environmental and other constraints in the land use element of the General Plan. Market projections indicate a strong continued demand for both housing and employment in Agoura Hills. Between 1970 and 1980 census periods, the unincorporated area that would become Agoura Hills grew at an annual rate of 12.4 percent per year. Because the area is now reaching its development capacity, future growth is expected to be limited by available building sites for housing rather than market demand, and will be much slower, between 3 percent and 6 percent per year. Table 3.2 summarizes housing trends for Agoura Hills and the General Plan study area. Because demand exists for substantially more housing than can be provided in Agoura Hills, the area is expected to reach its development capacity within 10 to 20 years.

Household
Characteristics

Per capita income in the City of Agoura Hills has been significantly higher than that of Los Angeles County. This higher income level parallels a higher value for housing stock in the City. Table 4.3 summarizes income characteristics of the population. Table 4.4 summarizes housing value for the City based on the 1980 census. Table 4.5 summarizes housing age, tenure and occupancy.

The census figures indicate that few persons of low and moderate income have elected to live in Agoura Hills. However, a significant population within the County has a need for housing at lower values and would seek housing in Agoura Hills if it were available at affordable prices. Thus the income characteristics of the population of a wider geographic area must be considered in defining the City's housing needs. This wider area is considered in the Southern California Association of Governments' Regional Housing Allocation Model (RHAM) discussed below.

TABLE 4.2
COMPARATIVE HISTORICAL HOUSEHOLD POPULATION TRENDS
AGOURA HILLS STUDY AREA
1970-1983

Area	Household Population 1/			Net Change	
	1970	1980	1983	1970-1980	1980-1983
City of Agoura Hills ^{2/}	4,238	13,668	16,653	9,430 12.4%	2,985 6.8%
Agoura Hills Study Area	4,411	14,434	17,624	10,023 12.6%	3,190 6.9%
Los Angeles County	6,885,867	7,477,503	7,616,208	591,636 0.8%	138,705 0.6%
California	19,374,198	23,099,853	24,367,026	3,725,655 1.8%	1,267,173 1.8%

1/ Household population excludes persons residing within group quarters and institutions.

2/ Population data for the City of Agoura Hills and the Agoura Hills Study Area is based upon computer analysis of 1980 Census data using the block group centroid as the level of analysis.

Source: California Department of Finance, Population Research Unit; Urban Decision Systems, Inc.; U. S. Bureau of Census; and Williams-Kuebelbeck and Associates, Inc.

TABLE 4.3

INCOME CHARACTERISTICS OF POPULATION
AGOURA HILLS STUDY AREA
1969-1983

<u>Area/Year</u>	<u>Per Capita Income (Current Year Dollars)</u>	<u>Median Household Income (Current Year Dollars)</u>
A. <u>City of Agoura Hills</u>		
1969	\$ 4,794	\$15,372
1979	10,696	30,741
1983	13,790	38,025
Average Annual Growth Rate		
1969-1979	8.4%	7.2%
1979-1983	6.6	5.5
Inflation Adjusted Growth Rate <u>1/</u>		
1969-1979	1.2%	0.1%
1979-1983	-1.3	-2.4
B. <u>Agoura Hills Study Area</u>		
1969	\$ 4,752	\$15,229
1979	10,687	30,647
1983	13,793	37,939
Average Annual Growth Rate		
1969-1979	8.4%	7.2%
1979-1983	6.6	5.5
Inflation Adjusted Growth Rate <u>1/</u>		
1969-1979	1.3%	0.2%
1979-1983	-1.3	-2.3

1/ Based on the Consumer Price Index of 108.8, 215.1 and 292.7 for years 1969, 1979 and 1983 respectively.

Source: Urban Decision Systems Inc.; U. S. Bureau of Census; and Williams-Kuebelbeck and Associates, Inc.

TABLE 4.4

COMPARATIVE FINANCIAL CHARACTERISTICS OF HOUSING STOCK
AGOURA HILLS STUDY AREA
1980

	City of Agoura Hills		Agoura Hills Study Area		Los Angeles County	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
A. <u>Distribution of Housing Values</u>						
less than \$19,999	10	0.3%	11	0.3%	19,851	1.5%
\$ 20,000-\$ 39,999	17	0.5	18	0.5	80,729	6.1
\$ 40,000-\$ 79,999	80	2.3	85	2.3	457,906	34.6
\$ 80,000-\$ 99,999	244	7.0	251	6.8	259,392	19.6
\$100,000-\$149,999	1,911	54.7	1,991	54.0	273,949	20.7
\$150,000 plus	<u>1,231</u>	<u>35.2</u>	<u>1,331</u>	<u>36.1</u>	<u>231,600</u>	<u>17.5</u>
Total Owner-Occupied Units	3,493	100.0%	3,687	100.0%	1,323,427	100.0%
B. <u>Median Housing and Rental Values</u>						
	<u>City of Agoura Hills</u>		<u>Agoura Hills Study Area</u>		<u>Los Angeles County</u>	
<u>Owner-Specified Housing Value</u>						
Median Housing Value	\$136,549		\$137,071		\$87,400	
Average Housing Value	\$147,498		\$148,131		N.A.	
<u>Contract Rent</u>						
Median Rent	\$ 459		\$ 456		\$ 244	
Average Rent	\$ 450		\$ 449		N.A.	

N.A. means data not available.

Source: Urban Decision Systems, Inc.; U. S. Bureau of Census; and
Williams-Kuebelbeck and Associates, Inc.

TABLE 4.5

COMPARATIVE HOUSING CHARACTERISTICS - TENURE, AGE AND VACANCY RATES
AGOURA HILLS STUDY AREA
1980

	<u>City of Agoura Hills</u>	<u>Agoura Hills Study Area</u>	<u>Los Angeles County</u>
<u>A. Housing Tenure</u>			
Owner Occupied Units	3,493 (74.4%)	3,687 (74.3%)	1,323,427 (46.4%)
Renter Occupied Units	818 (17.4%)	878 (17.7%)	1,407,042 (49.3%)
Vacant Year-Round Units	381 (8.2%)	396 (8.0%)	123,184 (4.3%)
Total Year-Round Units ^{1/}	4,692	4,961	2,853,653
<u>B. Age of Housing Stock/ Year of Construction</u>			
1970 - 1980	3,420 (72.9%)	3,636 (73.3%)	428,984 (15.3%)
1960 - 1969	948 (20.2%)	968 (19.5%)	620,851 (21.8%)
1950 - 1959	94 (2.0%)	104 (2.1%)	797,016 (27.9%)
Pre-1949	230 (4.9%)	253 (5.1%)	1,006,802 (35.0%)
Total	4,692	4,961	2,853,653

^{1/} Total Year-Round Units are exclusive of seasonal and migratory vacant units. Seasonal and migratory vacant units account for 0.2 percent of the total housing stock in the City of Agoura Hills and the total study area and 0.1 percent throughout Los Angeles County.

Source: California Department of Finance, Population Research Unit; Urban Decision Systems Inc.; U. S. Bureau of Census; and Williams-Kuebelbeck and Associates, Inc.

TABLE 4.6

AFFORDABLE RENTS AND VALUES, 1983

Income Group	Annual Income	"Affordable" Housing Payment	Equivalent Value
Very Low (0-50%)	0-\$10,450	0-\$261.25	0-\$31,747.86
Low (50-80%)	\$10,450- 16,720	\$261.25- 418.00	\$31,747.86- 50,796.58
Moderate (80-120%)	\$16,720- 25,080	\$418.00- 627.00	\$50,796.58- 76,194.87
Upper (120%+)	\$25,080 +	\$ 627.00 +	\$76,194.87+

Assumptions: 1983 Los Angeles County Median Household Income \$20,900
 Affordable payment = 30% of income.
 Value of unit based on 12% interest 30-year mortgage for
 80 % of value.

Because those purchasing housing use housing as a means of accumulating capital as well as for the housing they obtain, somewhat higher percentages of income may be considered appropriate for owners.

Condominium Conversion Maintaining a healthy rental housing market is vital to meeting housing needs. Without a stable supply of rental units, residents who rely on rental housing, whether by choice or out of necessity, are often forced to live in units which are too expensive. The conversion of existing rental units to ownership units would severely impact the supply of rental housing. A reduction in the overall supply of rental housing would further restrict the supply of vacant rental units and create pressure for high rents on the remaining rental supply.

In order to maintain the City's supply of rental housing a "Condominium Conversion Ordinance" will need to be adopted to prevent a reduction in the City's rental housing market from occurring.

A proposed condominium conversion project shall not, either of itself, or when considered in conjunction with the trend toward condominium conversions in the community, result in:

- (1) A major displacement of tenants,

- (2) A scarcity of rental units, which would preclude reasonable mobility of tenants and tend to increase rental costs, or
- (3) A diminishment of the plan concepts and objectives which encourage open occupancy and promote low and moderate income housing.

Granny Flats The City shall allow for the use of Granny Flats units where appropriate. In 1981, the California Legislature passed Senate Bill 1160 encouraging local governments to allow "Granny Flats" in residential areas. SB 1160 permitted local government to issue a zoning variance, a special use permit, or a conditional use permit for a dwelling unit on a parcel zoned for single-family residential. The dwelling unit must be intended for the sole occupancy of one or two adults who are 60 years of age or older. Also, the floor space in the dwelling unit must not exceed 640 square feet.

Since parcels within the City vary in size, a "Granny Flats" ordinance is needed to determine where such use would be appropriate.

Overcrowding An overcrowded unit is defined as one in which the
Problems number of persons residing exceeds 1.01 persons per room. Bathrooms, porches, halls, balconies, foyers and half rooms are not counted in determining the ratio of persons to rooms.

The 1980 Census reported that 1.4% of the housing units in Agoura Hills at that time were overcrowded. Because of this small number, Agoura Hills is not considered to have an overcrowding problem.

Suitability and Problems with suitability or habitability of housing
Habitability refer to the number of households occupying dwelling
Problems units which are in need of rehabilitation or replacement. An unsuitable unit is defined as a housing unit which in its present state materially endangers the health, safety, or well-being of its occupants in one or more respects, and is either economically feasible to repair ("needing rehabilitation") or is not economically feasible to repair ("needing replacement"). A survey by The Arroyo Group identified fewer than 20 units requiring repair or replacement in 1983.

Special Needs Special housing needs include needs of population groups with special housing requirements such as the handicapped, elderly, large families, farmworkers, and

families with female heads of households. The regional housing allocation model does not provide information on special needs, so Census data was reviewed to determine the existence of groups with special needs in the City.

The table below indicates that in each of the special needs categories, the City ranks significantly lower than the County average, indicating that no unique or large concentrations of these special groups exists in the City. However, there are potentially a number of households in each special needs category, so the Housing Element includes implementation policies to make programs available to meet the special needs of these groups.

TABLE 4.7
SPECIAL HOUSING NEEDS

Characteristic	Los Angeles County	Tracts 8003.01, 8003.21, 8003.22
Total Population	7,477,503	20,285
Labor Force	3,471,764	11,073
Work Disability	394,833 (11.4%)	680 (6.1%)
Housing Units	2,853,453	7,117
Persons/Unit	2.62	2.85
Units with 7+ persons	90,849 (3.18%)	89 (1.25%)
Units with 1.01+/room	305,234 (10.7%)	101 (1.4%)
Persons over 65 years	743,005 (9.9%)	1060 (5.2%)

Source: 1980 U.S. Census

Available Residential Land	The City has few remaining large parcels of land suitable and available for residential development following buildout of currently approved projects. The vacant area now available for new residential development is identified on the Housing Strategy Map, Figure 4.1. Land available for housing and proposed for housing development in the General Plan will in some cases require rezoning from interim agricultural zoning at the time development is proposed.
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Table 4.8 below summarizes the characteristics of land available for housing.

TABLE 4.8

INVENTORY OF LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT
(INCORPORATED AREA ONLY)

Land Category	Acres	% of Total
DEVELOPMENT STATUS		
All land area	4970	100.0%
Developed or approved for development	2290	46.1%
Vacant	2680	53.9%
DEVELOPMENT LIMITATIONS OF VACANT LAND		
Vacant, greater than 25% slope or in small isolated areas of lesser slope	2150	43.3%
Less than 25% slope but located in Significant Ecological Area (SEA)	94	1.9%
REMAINDER, developable at single family residential densities	436	8.8%
ZONING CLASSIFICATION OF RESIDENTIALLY DEVELOPABLE LAND		
Freeway corridor, noise level greater than 65 dB CNEL (requires insulation)	267	5.4%
Zoned commercial	101	2.0%
Zoned manufacturing	68	1.4%
Zoned residential	72	1.4%
Interim agricultural zone	26	0.5%
Noise level less than 65 dB CNEL	169	3.4%
Zoned commercial	5	0.1%
Zoned manufacturing	5	0.1%
Zoned residential	119	2.4%
Interim agricultural zone	40	0.8%

Source: The Arroyo Group

All land in Table 4.8 which is identified as developable can be provided with public facilities and services with acceptable extensions to existing systems, and no fundamental system limitations exist which would prevent development of these areas for residential use.

Figure 4.1 also identifies potential sites for clusters of housing at higher densities within areas otherwise designated for other land uses within the City of Agoura Hills. These sites are appropriate for medium-density clusters of housing subject to careful site design and review of interrelation between cluster housing and adjacent land uses.

Cluster housing sites provide the opportunity for development of 50 to 200 units of medium- to high-density housing (up to 35 units/acre). Sites were selected with good arterial access, appropriate terrain for development of medium- to high-density housing, and separation by terrain from adjacent uses to provide visual buffering. Additional potential cluster sites may exist in areas outside the City in the study area.

Governmental
Constraints

Through land use controls, building codes, development permits, processing and development fees, local government affects the supply, distribution and cost of housing. Also, property taxes and special assessments contribute to the governmental impact on housing. These governmental constraints in general operate to increase the minimum cost of providing housing.

The Land Use Element of the General Plan establishes the amount and distribution of housing in the City. Opportunity is provided for increasing the existing supply of housing by approximately 30% in the City and by approximately 100% in the General Plan study area. The General Plan limits the amount of housing that can be developed in order to minimize adverse impacts of additional development on the City's circulation system and its sensitive environment.

Agoura Hills has adopted the Uniform Building Code, which establishes minimum construction standards. Although a locality may impose more stringent standards, it cannot adopt any which are below those of the UBC. Thus, the City cannot reduce construction costs by revising the City Code, as some cities with stricter standards are able to do.

Developers of single-family residential tracts in the City are required to install arterial and local streets, curbs, gutters, sidewalks, water lines, sewers, street lighting, and trees in the public right-of-way within and adjacent to a tract. These facilities are in most cases dedicated to the City or other agencies which are responsible for maintenance.

The cost of these required off-site improvements may add \$10,000-\$20,000 to the sales price of each dwelling unit depending on the nature of development. The City may also impose development fees on future housing developments in order to recover some of the cost of installing offsite improvements including upgrading the circulation system and other urban service systems to serve increased density.

Fees Table 4.9 on the following page summarizes development fees for residential projects. These fees are comparable to fees in Los Angeles County and adjacent jurisdictions. In many cases the fee structure is administered by Los Angeles County and is identical to the fees for unincorporated areas and the other cities in the County where Los Angeles County administers building fees by contract.

Fees for development approvals may total from \$1000 to \$4000 or more per unit depending on the value of the unit and the nature of the approval process (such as whether a conditional use permit, plan amendment, or major grading was required).

Financing Financing is generally available in the study area at market interest rates as a strongly desirable area for housing. In addition, projects are under consideration providing housing mortgage revenue bond financing to improve the availability of financing for low and moderate income households.

Non-governmental Constraints The housing market imposes important constraints on the range of solutions to housing problems available to the City. Under current land development and building regulations and with current land and construction costs, the private market currently produces very little housing at a cost that is "affordable" to low- and moderate-income households. Based on the 1980 Census, approximately 7% of Agoura Hills' households were low- and moderate-income households paying more than 30% of their annual income for housing.

Lack of available land is another constraint on housing availability in Agoura Hills. Most easily developable sites are now occupied or in the development process.

TABLE 4.9

DEVELOPMENT FEES FOR RESIDENTIAL PROJECTS

Fee Category	Fee
ENVIRONMENTAL	
Initial Study	75.00
Exemption	20.00
EIR	1500.00+ costs
SUBDIVISION	
Tentative Map	1205.00 + \$20.00/unit
Parcel Map	1055.00
Condominium Conversion	1205.00 + \$75.00/unit
Final Map	150.00
ZONING	
Mobile Home Permit	1055.00
Conditional Use Permit	1055.00
Zone Change	1205.00
General Plan Amendment	1205.00
GRADING	
Permit and Plan Check Examples:	
1,000 cubic yards	\$740.00
10,000 cubic yards	1190.00
100,000 cubic yards	4070.00
BUILDING	
Permit and Plan Check Examples (0.3% of value +\$232.50 = Permit Fee, Plan check = 85% of permit fee)	
\$1000	\$45.00
\$10,000	141.06
\$100,000	985.13
ELECTRICAL	
Multi Family: \$ 0.035/sq ft = \$52.50 for 1500 square foot unit	
Single Family: \$ 0.040/sq ft = \$100 for 2500 square foot unit	
PLUMBING	
\$6.00/fixture for most fixtures	

Source: City of Agoura Hills, Los Angeles County Engineer Building and Safety Division

Remaining sites have higher development costs per unit because of their unusual size or shape, slope or other development constraints.

The scenic quality of the Agoura Hills area serves as a constraint on provision of low- and moderate-income housing in the private market by increasing the value of land for residential uses. Higher-income persons are more able to bid for scenic sites.

Construction costs in the City are similar to those in other areas of Southern California. A survey of residential projects in early 1984 showed a range in price for new single family ownership units of from \$156,000 for the Chateau Springs development to \$365,500 for the Morrison Ranch Highlands. Condominium prices ranged from \$62,900 at Town and Country Condominiums to \$145,000 at Chateau Park townhomes. Units range in size from 1720 to 5540 square feet for single family homes and from 547 to 2178 square feet for condominiums.

Housing at the low end of the condominium scale in Agoura Hills can be considered affordable for moderate income households (Table 4.8, below). However, the number of units available at this price is small.

Local Share
of Regional
Housing Need

In May, 1984, the Southern California Association of Governments prepared preliminary estimates of Agoura Hills' local housing needs, and its expected share of regional housing needs. This housing need is summarized in the table below.

The current needs summary indicates that approximately 7.3% of current households are low- and very low-income households paying more than 30% of their income for housing.

The future needs summary indicates that low- and moderate-income housing units need to be added to the stock at a rate equal to approximately 33% of all new units constructed to meet regional needs. In addition, some part of current need should be met over the short term future period.

TABLE 4.10

HOUSING NEEDS

1988 households	4,782
1983 households	3,715
5-year growth	1,067
1988 vacancy goal	175
Vacancy adjustment	- 17
Expected demolitions	0
Construction Needs, 1983-88	<u>1,050</u>

<u>Needs by Income Category</u>	<u>Units</u>
Very Low (0-50%)	102
Low (50-80%)	112
Moderate (80-120%)	136
Upper (120%+)	700

Current Households in Need
(paying over 30% of income for housing)

	<u>Owners</u>	<u>Renters</u>	<u>Total</u>
Very Low (0-50%)	69	45	114
Low (50-80%)	101	56	157
TOTAL	<u>170</u>	<u>101</u>	<u>271</u>

Source: Southern California Association of Governments,
Regional Housing Allocation Model, Discussion
Draft, May 7, 1984, modified by SCAG 6/15/84.

Housing
Opportunities

Agoura Hills has a number of housing opportunities on which it can build to help meet identified housing needs. Agoura Hills has an existing housing stock in relatively good condition which can provide a substantial housing resource. As this housing stock ages, relative prices are expected to decline and make some of this housing available to low- and moderate-income persons through the "filtering" process. Because most housing in the City is relatively new, this filtering effect is not expected to provide a significant number of units at low- and moderate-income levels for at least 10 to 20 years.

Because Agoura Hills is located in Los Angeles County, it can use housing authority services of the county rather than having to develop its own programs where appropriate.

There are a number of good locations in the City for clusters of multiple-family housing which can provide a significant potential for low- and moderate-income housing construction.

Housing Program Table 4.11 summarizes the City's housing element implementation program. Key elements of the program to meet the goals and objectives and implement the policies of the housing element are briefly described, and their quantitative targets indicated. Costs of each program are estimated and City responsibility for the program identified. The programs are detailed beginning on page 4.26.

Quantified housing objectives to meet housing needs are summarized in Table 4.12 below.

Achievement of these objectives for meeting a share of regional need and solve local affordability problems requires action to change what would otherwise take place in the housing market.

Current market action indicates that units are being constructed for sale only, and at values accessible only to the upper end of the moderate income group under the financing assumptions used. It is unlikely that filtering will provide a significant number of additional units at low- and moderate-income levels for many years.

Methods to provide additional housing for low- and moderate-income households which may be used by the City include the following:

- o Requirements for developers to make a minimum percentage of units available at prices affordable by low- and moderate-income persons. This requirement is combined with a method for establishing eligibility for purchase and for keeping the unit available to this income group on transfer or sale.

- o Supplementing the income of low- and moderate-income households so they can obtain housing in the conventional marketplace. Federal Section 8 rent supplement funds are available for this purpose, as well as to provide rehabilitation funds to allow remodeling of units to make them suitable for the program. The program of new construction of affordable units under Section 8 has been discontinued by the Federal Government.
- o Providing incentives to developers to construct low- and moderate-income housing. Incentives may include density bonuses, relief from certain fees, or other incentives.
- o Maintaining existing low- and moderate-income housing units to insure that they are not lost from the housing supply.

Because Agoura Hills is a relatively small city, many programs involve support of actions by other agencies. Agoura Hills cannot support a large professional staff devoted specifically to implementing the housing function. The housing element implementation program helps to identify areas of responsibility for housing-related actions throughout the City structure.

Table 4.12 summarizes the total low- and moderate-income units anticipated to be provided under the program annually, as well as cumulatively over 5 years. If targets for each program are met, the City will be able to exceed its target share for providing new low- and moderate-income housing units, and make some progress in eliminating identified existing local need for affordable units.

Achievement of housing targets should be reviewed every 5 years when census data makes information on population, income, housing and housing values readily available.

TABLE 4.11

HOUSING IMPLEMENTATION PROGRAM

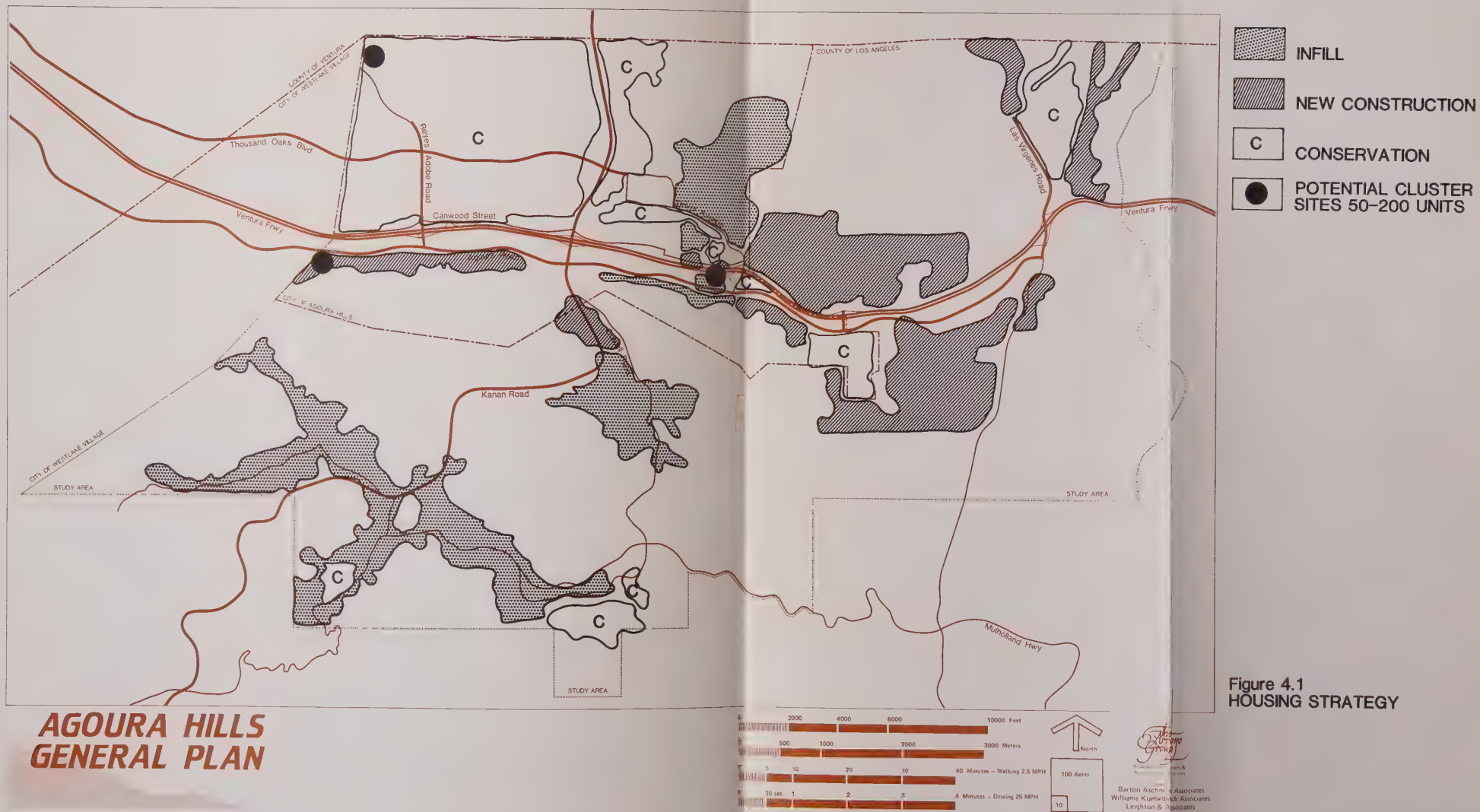
<u>Program</u>	<u>Responsibility</u>	<u>Funding</u>	<u>Funding Source</u>	<u>Target Year</u>	<u>Objective/Notes/Comments</u>
1. Property maintenance monitoring and code enforcement	Planning	\$ 5,000/yr	General Fund	(annual)	
2. Maintenance loans for low/moderate income households	Planning	\$25,000/yr	CDBG ¹ or improvement agency	(annual)	Leverage \$50,000 in rehab loan revolving fund. Ultimately 10-12 units/year.
3. Insure quality of new housing construction	Building	\$ 5,000/yr	General Fund	(annual)	Maintain awareness of codes, standards. Keep city codes up-to-date.
4. Fair Housing practices promotion	Planning	\$ 1,000/yr	CDBG	(annual)	
5. Information and Referral for those with special needs	Planning	\$ 1,000	CDBG	(annual)	Info on available units for elderly, handicapped.
6. Dwelling unit modifications for handicapped	Planning	\$ 5,000	CDBG	(annual)	Loans or grants to increase number of units suitable for physically disabled. 1-2 units/year.
8. Section 8 information/referral	County	local allocation unknown	HUD	(annual)	Add 5 units/year until 0.5% of units covered
9. Low/Moderate Income Stock Monitoring/management	City or County	\$ 5,000/yr	CDBG	(annual)	Maintain records of low/ and moderate income units and eligibility list.
10. Inclusionary housing for Low- and Moderate-income Housing	Planning	\$ 2,000/yr	Fees	(annual)	Minimum 15% low- and moderate-income housing in all projects over 10 units.

¹ CDBG: Federal Community Development Block Grant program.

TABLE 4.12
ANNUAL AND 5-YEAR HOUSING OBJECTIVES

	<u>Annual</u> ¹	<u>5 Years</u> ¹
New low- and moderate-income units added through filtering, 5% of new construction	10	50
New low and moderate units added by 15% affordable requirement in large projects, 15% of new construction	30	150
Section 8 rent supplement, 0.5% of all units.	5	25
New low/moderate income market-rate housing	<u>20</u>	<u>100</u>
TOTAL Low/Moderate Units	65	325
Existing substandard units upgraded	5	25
Existing units modified for handicapped	3	15

¹Actual rates depend on actual rate of new construction. Targets assume 400 units/year new construction.



- | | |
|---------------------------|---|
| Implementaton
Policies | <p>The implementation policies below are adopted to help meet housing goals and objectives.</p> <p>P.4.1 The City encourages the development of high quality, high value housing in the City and the study area to provide a sound fiscal base and take advantage of the City's views and environmental amenities.</p> <p>P4.2 The City will require each new development of greater than 10 dwelling units to provide a range of housing densities, housing types and prices including low- and moderate-income housing.</p> <p>P4.3 In order to encourage the maintenance of an adequate supply of rental housing to provide for operation of the housing market, provide temporary and seasonal housing for those needing it, and provide housing for those not able to enter the ownership housing market, the City will limit the conversion of existing rental units to condominiums when insufficient vacant rental units are available.</p> <p>P4.4 The City will work with other agencies and real estate organizations to provide, and if necessary will directly provide to the extent feasible, information and referral service to assist elderly, handicapped and other disadvantaged groups in finding suitable housing at affordable cost.</p> <p>P4.5 The City will cooperate with State efforts and will adopt local codes as appropriate to encourage the adoption of innovative building practices, materials and techniques that reduce cost while maintaining quality of housing.</p> <p>P4.6 The City will, where feasible and appropriate, utilize outside assistance including state and federal funding and County Housing Authority programs to assist in providing low- and moderate-income housing and housing for the elderly, handicapped and other disadvantaged.</p> <p>P4.7 The City will consider well-planned and administered mobile home parks in areas of the city that will best take advantage of the potential of mobile homes as lower priced housing market options.</p> <p>P4.8 The City will actively uphold and enforce fair housing laws.</p> |
|---------------------------|---|

- P4.9 The City will maintain a high quality of housing development through enforcement of the uniform building code, California sound insulation standards, California energy standards and other appropriate codes and standards to insure quality housing.
- P4.10 Sites near arterials providing public transportation, near neighborhood and community retail services and near government and other community services will be given priority, wherever feasible for development of low- and moderate-income housing. Locations should be tied to needs of the particular market group served (e.g. family units near schools and parks, senior units near public transportation, open space, services, etc.). Specific plans providing low- and moderate- income housing in other locations and providing other uses in areas with priority for low- and moderate-income housing shall justify these location decisions in the context of housing element goals and objectives.
- P4.11 The City may identify sites within the existing developed area of the City that are appropriate for low- and moderate-income housing, and may attempt to acquire such sites or otherwise provide for their development for low- and moderate-income housing.
- P4.12 The City will, where feasible and appropriate, utilize appropriate outside assistance including state and federal funding assistance to provide loans to low- and moderate-income persons for housing rehabilitation, and to landlords or handicapped persons for provision of accessibility and other modifications for the handicapped.
- P4.13 The City will insure a high level of maintenance of public areas in residential areas in order to support and promote private maintenance.
- P4.14 Permit congregate housing (units with common cooking and dining facilities).
- P4.15 Require new residential development adjacent to existing residential uses to be compatible in terms of scale and design.

P4.16 Assure the compatibility of new residential uses by:

- o Requiring the provisions of private open space for all units.
- o Require the design of affordable housing units to compliment the character of the surrounding area.
- o Insure that affordable units required for a project receiving a density bonus do not differ in appearance from market rate units.

P4.17 Insure that new residential development is consistent with the plans and policies of the General Plan by:

- o Reviewing all new residential, as to adequacy of building arrangements, parking circulation, landscaping, lighting, signs and architecture.
- o A project's density shall fit within the density range established within the Land Use Element with the lower end of the assigned range used to make the transition to existing development.

Housing
Programs

1. Property Maintenance Monitoring and Code Enforcement

The purpose of the property maintenance monitoring and code enforcement program is to maintain the quality of the housing stock in order to conserve low- and moderate-income housing and to preserve neighborhood quality. The program involves the following steps:

1. (1984-85) Development and adoption of a property maintenance ordinance for adoption by the City Council. The ordinance will be developed by the Planning Department and is estimated to take approximately 15 person-days of effort for research and drafting.

2. (1985) Identification of property maintenance inspection/code enforcement areas of emphasis. This task will be undertaken by the Planning Department, and involves a citywide windshield survey to identify areas where periodic inspection may be necessary. Approximately 2 person-days are estimated to be required for this survey.

3. (Annual) Annual code enforcement inspection of target areas with followup notices is estimated to take approximately 5 person-days per year for inspection and documentation, 15 person-days per year for followup action.

4. (Continuing) Code enforcement inspection, notification and followup on a complaint basis will be conducted by the Planning Department. An estimated 30 person-days per year are estimated to be required for complaint follow-up on property maintenance complaints.

2. Maintenance Loans for Low/Moderate Income Households

The purpose of this program is to encourage maintenance of low- and moderate-income housing by providing low-interest loans to low- and moderate-income households specifically for property maintenance and improvement. The program would be funded by federal Community Development Block Grant money available through Los Angeles County's block grant program.

The program involves the following steps:

1. (1984-85) Development of a maintenance loan program in cooperation with local banks or savings and loans. This program will be conducted by the Planning Department, and involves an estimated 15 person-days for research to identify similar programs in surrounding areas and work out details with financing institutions.

2. (Annual) Include this program in the City's annual Community Development Block Grant application.

3. (Annual) Advertise the availability of the program through the City newsletter, local newspapers or other means.

4. (Continuing) Provide information to applicants and review and approve applications. An estimated 15 person-days per year is estimated to be required for application review.

3. Insure Quality of New Housing Construction

This program is an ongoing effort of the City and does not involve new allocation of resources or funding. The program involves management in the review of codes and standards on a continuing basis to insure that housing quality is maintained.

4. Fair Housing Practices Promotion

This program involves maintaining an awareness of fair housing practices in the City Planning Department, and providing information and referral for individuals who suspect fair housing law violations in their search for housing. The program involves the following steps:

1. (1984-85) Assign a "Fair Housing Officer" in the Planning Department to be responsible for maintaining information on fair housing laws and agencies who work to insure fair housing.

2. (1984-85) Obtain copies of applicable federal and state fair housing statutes and maintain them on file.

5. Information and Referral for Persons with Special Housing Needs

The purpose of this program is to attempt to match those with special needs for housing, such as the elderly and handicapped, with units available that meet their needs. The program is intended to involve cooperation between the planning department and local real estate agents to maintain an information system on available units and those who need them.

The program involves the following steps.

1. (1984-85) Identify an organization in the City or a City staff member to serve as coordinator for the information and referral services.

2. (1984-85) Publicize the availability of the information and referral service in local newspapers and the community newsletter.

3. (Continuing) Provide information on available units to individuals who have expressed a need for units meeting the needs of the handicapped and elderly.

6. Dwelling Unit Modifications for the Handicapped

The purpose of this program is to provide loans and/or grants for low- and moderate-income handicapped persons to provide improvements needed to provide accessibility to and within their homes, or other improvements as appropriate. The program is intended to be funded through the Community Development Block Grant Program.

The program requires the following steps:

1. (1984-85) Develop program requirements and establish the program in cooperation with local financing institutions. This program should be developed in conjunction with Program 2, maintenance loans, and can use the same forms with different eligibility criteria.

2. (Annual) Include this program in the City's annual Community Development Block Grant application.

3. (Annual) Advertise the availability of the program through the City newsletter, local newspapers or other means.

4. (Continuing) Provide information to applicants and review and approve applications. An estimated 5 person-days per year is estimated to be required for application review.

7. Section 8 Information/Referral

The purpose of this program is to insure that Agoura Hills residents eligible for federal Section 8 housing assistance are aware of the program and have a convenient opportunity to apply through the County Housing Authority.

The program includes the following steps.

1. (1984-85) Work with the Los Angeles County Housing Authority to establish a Section 8 eligibility workshop and signup program at least once a year in a location convenient to Agoura Hills residents.

2. (Annual or as scheduled) Publicize the workshop/ signup program in the City newsletter and local newspapers, and coordinate with the County Housing Authority.

8. Low/Moderate Income Stock Monitoring and Management

The purpose of this program is to provide a method of tracking units which are intended to be made available for low- and moderate-income households through the City's inclusionary housing program (Program 10, below). The program will establish and monitor available units, appropriate rentals and purchase prices, property transfers, and eligibility criteria for prospective purchasers or tenants. An estimated 15 person-days per year is estimated to be required to maintain records and process ownership changes for units not within another program (such as Section 8).

9. Inclusionary Housing for Low- and Moderate-Income Households

The purpose of this program is to insure that all major projects include provisions for low- and moderate-income housing.

The program would be managed by the Planning Department in its regular development review process.

The program has the following steps:

1. (1984-85) Establish an inclusionary housing requirement within the City's development regulations, requiring that all new housing projects with more than 10 housing units make provision for low- and moderate-income housing at appropriate locations within the City equal or greater to 15% of the number of conventional units in the project. The ordinance should define low- and moderate-income housing units and include provisions to insure that the units remain available to low- and moderate-income households for a minimum of 15 years after construction. The ordinance may include provisions allowing variation from certain development standards for low- and moderate-income housing where such provision will not have an adverse impact on adjacent units or quality of housing. An example of such a provision is the allowance of a lower minimum floor area for senior housing units.

2. (Continuing) Apply the inclusionary housing ordinance to all new residential projects in the City.

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

LOCAL HIGHWAY ELEMENT

APPENDIX A

5. PUBLIC FACILITIES, UTILITIES AND SERVICES ELEMENT

Introduction As a new City, Agoura Hills is in a process of transition from having general government services provided by Los Angeles County, to having some of these services provided by the local government. Selecting which services to deliver directly and which services to contract with the County or other private or public agencies is a decision based on financial and other considerations. Factors to consider in this choice are:

1. Providing services at a level of government closest to consumers may improve responsiveness to local goals and values.
2. Some services may be more economically produced at a larger scale (such as the County level) while cost of others may be independent of scale.

In general, a community the size of Agoura Hills can save substantially by contracting for services and should do so except where the type, quality or level of service available does not meet local needs.

Regional Setting Projected growth to approximately twice the study area's current population will have a significant impact on local service requirements. For most service systems, there appear to be no fundamental limits to growth or significant potential increases in average cost resulting from growth.

Problems and Opportunities Because the Old Agoura area was developed at more rural standards of public improvements, this area carries a potential for future problems of public facilities, utilities and services. As residents of this area see other areas developed with higher street, drainage, right-of-way improvement and other standards, they may expect the higher levels of maintenance that can be provided in such areas. However, it is expensive to retrofit developed areas to higher standards of public improvements. Public improvement standards are normally set at initial development and costs of these improvements included in housing prices.

Public comment received during the general plan program indicates that in general residents of Old Agoura prefer this more rural standard at the present. If public sentiment in this area changes, it may be appropriate to establish a public improvements district for this area. Such a district would be justified by the high cost of improvements required and the limited area benefited by these improvements.

Goals and Objectives Goals and objectives for public facilities and infrastructure emphasize efficiency, appropriate image, and phasing to avoid shortages and insure fiscal soundness. Special factors relating to each public facility/infrastructure system are discussed below.

Goals	Objectives
5.1 Provide adequate public facilities, utilities, and services which are economical, efficient, convenient and reinforce community identity.	<p>5.1.1 Identify techniques and programs which provide the highest levels of service at lowest cost.</p> <p>5.1.2 Take advantage of new energy options including active and passive solar systems, biomass conversion, cogeneration, etc. in new facilities.</p> <p>5.1.3 Participate in regional resource recovery programs as appropriate.</p> <p>5.1.4 Provide local community facilities and services as much as possible.</p> <p>5.1.5 Contract for provision of local services where contracting can minimize cost and a satisfactory level of service can be assured.</p> <p>5.1.6 Develop a permanent Civic and community center to minimize city costs and provide a strong civic identity.</p> <p>5.1.7 Consider the establishment of a volunteer fire department.</p> <p>5.1.7 Encourage development of programs of visual and performing arts.</p>
5.2 Ensure existing and new public facilities, utilities, and services are compatible with land use.	5.2.1 Identify service areas of major facilities and group facilities into service centers where appropriate.

Goals	Objectives
5.3 Coordinate land development and infrastructure development to ensure adequate public facilities and services and municipal fiscal balance.	5.3.1 Manage development and provision of infrastructure in accordance with objectives and policies of the land use element.
5.4 Provide a high level of recreation opportunities.	5.4.1 Maintain high standards for park dedication or fees for all new development.
	5.4.2 Encourage development of private recreation facilities.
	5.4.3 Improve distribution of active recreation parks.
5.5 Minimize maintenance and operation costs for public facilities.	5.5.1 Utilize proven construction techniques with long useful life and low maintenance cost.
	5.5.2 Provide for inspection of public works construction and obtain warranties where feasible.

In some cases, infill development in Old Agoura may result in overtaxing of the limited public facilities available. Some improvements may be financed through development fees on new infill development to overcome facility limitations. Such facilities as sewer extensions and road improvements to public road standards may ultimately be financed in this way.

Water System The General Plan study area is served by the Las Virgenes Municipal Water District. The District operates an extensive network of water transmission mains and fire pumping stations. It also operates a three million gallon water tank in the Morrison Ranch area.

A water master plan to the year 1990 was completed by the District in 1981. This plan was based on the Malibu-Santa Monica Mountains plan then in the planning process. Although the capital project improvements called for by the plan will not solely benefit the study area, they are being constructed to ensure an adequate supply of potable water to customers throughout the district.

The Las Virgenes Municipal Water District is currently able to supply demands for water to the Agoura Hills study area. However, the cost of water delivery has risen dramatically in the last several years and will probably continue to rise. In the last two years, there has been a 60% increase in the price of water, due to price increases by the Metropolitan Water District, which supplies Las Virgenes.

There are several projects planned or under construction by the Las Virgenes Municipal Water District that will serve Agoura Hills, including the three million gallon tank in the Morrison Ranch development and the expansion of the Cornell pump station. The Cornell expansion will enable water to be pumped in either direction at the site. In case of a supply deficit from the Metropolitan Water District, the facility can pump water from the Westlake reservoir. There is a potential water quality problem with reservoir water, which would pose a real problem only if large amounts of the water was needed, since surface water is relatively cleaner than water lower in the reservoir.

Water distribution mains will be developed by the district or by developers through agreement with the district to supply water at the time of development.

Sewer The Las Virgenes Municipal Water District also provides sewer collection and treatment for the General Plan study area. Sewage is pumped to the Tapia Water Reclamation Plant in Malibu Canyon. This plant, which is operated under a joint powers agreement with the Triunfo County Sanitation District and the Las Virgenes Municipal Water District, has a capacity of 8.0 million gallons per day (MGD). 5.7 MGD of current capacity is available to Las Virgenes Municipal Water District. The plant is currently treating an average of 5.5 million gallons per day.

Present capacity of the Tapia plant is expected to be reached between 1990 and 1992. The District currently plans to increase the capacity of the plant to 10.0 MGD by 1989. In conjunction with this expansion, the district is currently undertaking a joint project with the Metropolitan Water District to build a system for reclaimed water that, on completion, will be able to accommodate 3600 acre feet per year. Currently the district reclaims 1000 acre feet per year. This reclamation system includes construction of a 2.6 million gallon holding tank in the Indian Hills area. Reclaimed water may be used for irrigation.

Some areas of the study area are now served by septic tank systems. New development should in general require sewer except at rural densities.

Solid Waste
Disposal

Solid waste disposal in the Agoura Hills area is managed by the Sanitation Districts of Los Angeles County, which operates the Calabasas landfill in the study area.

The landfill covers 416 acres, of which 260 acres is actively used in landfill operations at the present time.

The Calabasas landfill currently receives approximately 2000 tons of solid waste per day. In approximately five years the current fill area will reach capacity. The current unused capacity of other potential fill areas is 15.9 million tons, or an additional 22 years of capacity at the current rate of use. Thus the landfill has the potential to operate for an additional 27 years under its current permits.

The landfill accepted hazardous waste prior to 1980, but no longer does so. The Sanitation Districts of Los Angeles County consider that adequate measures to protect surrounding areas from migration of this waste are in place at the landfill site. Leaching barriers are presently under construction. No zone prohibiting residential development has been established around the site.

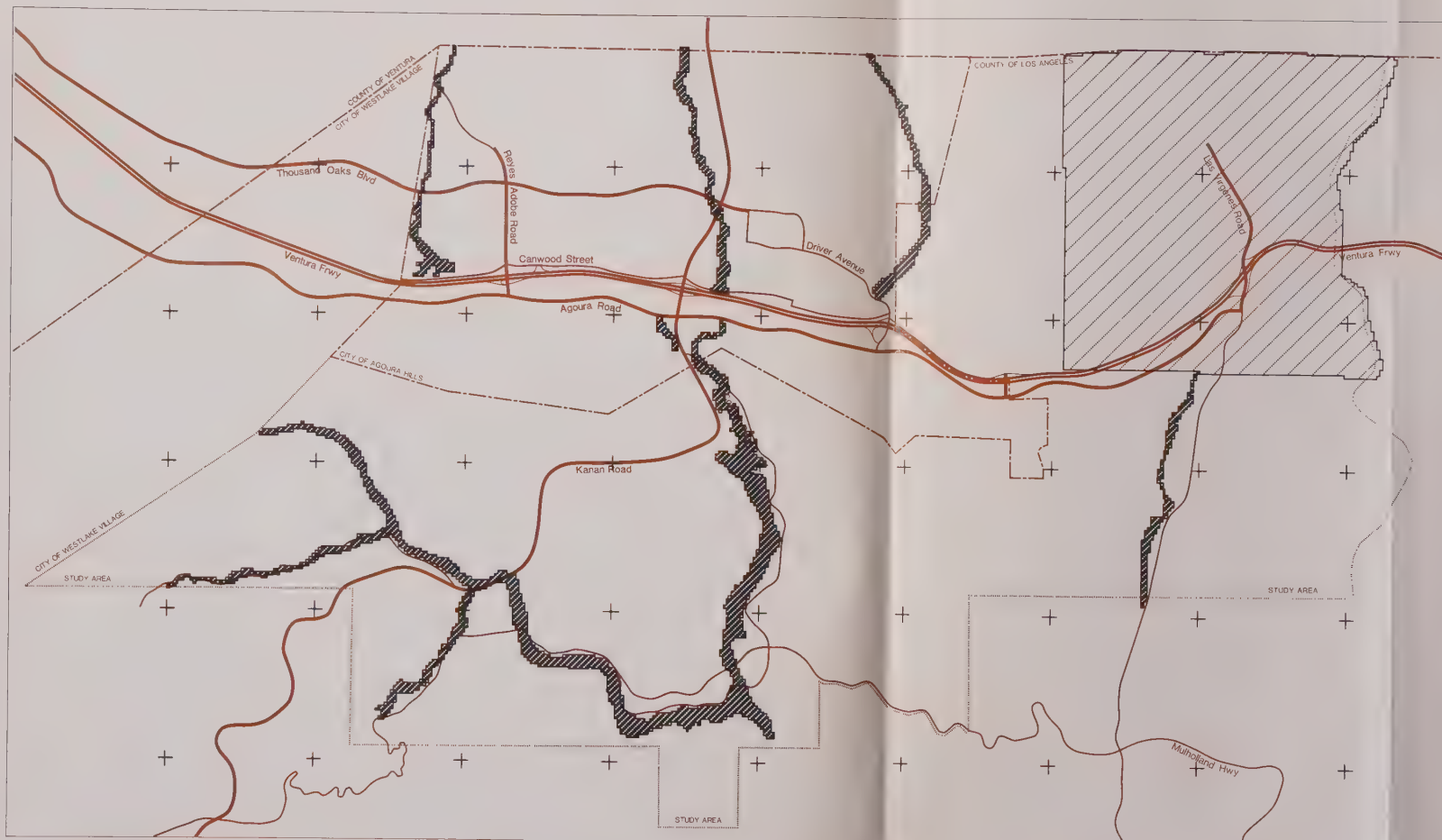
The landfill site is clearly visible from many areas of Agoura Hills. Its clearly artificial slopes, devoid of vegetation, are a marked contrast to the natural slopes of surrounding open space areas. The landfill has the potential to result in odor problems and problems resulting from transformation of substances disposed of and migration of materials to nearby areas.




Conservation and recycling measures could reduce the solid waste generation of the City and increase the life span of the disposal site; however, a significant extension of the site life from such measures is not expected.

The Sanitation Districts are operating pilot waste-to-energy conversion systems at landfills including the Calabasas site. In addition, a methane flaming station is in operation at the Calabasas site.

Flood Control

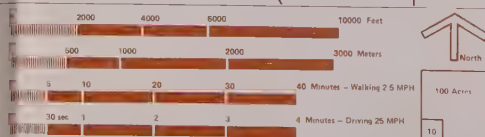
Major flood control facilities in the City of Agoura Hills are managed by the Los Angeles County Flood Control District. Recent flood control improvements have in general been minimum-cost concrete channels, which are not always sensitive to visual quality of the



-  100-year Flood
-  500-year Flood
-  No Data

AGOURA HILLS GENERAL PLAN

Figure 5.1
FLOOD PLAIN
PLANNING AREAS



Barton Acton & Associates
Williams Kuehn & Associates
Leighton & Associates

flood control facility in the unique environment of Agoura Hills. Seminatural channels including drop structures to reduce rates of flow and bank reinforcement may be used in some areas at higher cost and requiring greater area. Preservation of flood plain areas in open space is also an alternative to channelization. Transition of flood control channels to natural character is appropriate where channels enter Malibu Creek State Park and the Santa Monica Mountains National Recreation area.

Drainage channels are in general located in the open space corridor areas of the general plan land use and conservation elements. These open space corridors are intended to carry the sense of the natural environment through the more developed areas of the City, and provide pedestrian, equestrian and other linkages to forest recreation areas. Visual quality of these corridors is important to their function as open space corridors. Public access to the facilities is also required in some cases to fulfill this open space function.

Flood insurance rate maps for the Agoura Hills area provide a general guideline for identification of areas of potential flooding. These maps are not adequate for detailed site analysis of flooding and hydrologic studies should be performed for all development sites with potential for flooding. Flood plain areas as identified on these maps are illustrated on the following page.

The Los Angeles County Flood Control District's Malibu-Santa Monica Mountains Land Use Sensitivity Plan concludes that construction of additional debris basins and channels is in general not economically justifiable. Most canyon bottom flood plains are too narrow to justify such construction. There is significant interest in preserving the natural character of the area, and flood control improvements in general destroy scarce riparian habitat. The district has recently adopted a floodway ordinance restricting development in floodways, applicable to Las Virgenes Canyon. Similar floodway definition is expected for other canyons in the study area.

General
Government
Facilities

The City of Agoura Hills' government facilities are currently located at 30101 Agoura Road, Suite 102, Agoura Hills. Because the City's major available sites are being rapidly consumed by private development, and the location of a civic center is very important, the potential sites for such a facility should be identified and reserved as soon as possible if the City considers such a facility appropriate.

Factors to consider in civic/community center location include:

- o Cost of land.
- o Location strongly identified with Agoura Hills.
- o Available space for current needs and potential expansion.
- o Convenient location to all residents of the present City and the study area.

Among the facilities that should be considered for location in the Civic Center are the following:

City Administration
Planning
Building
Public Works
Fire station
Police/Sheriff
Library
Visual and Performing Arts facilities
Emergency medical facilities
Offices of other government agencies needing locations in the area, such as county, state or federal offices, or offices of congressional representatives.
Community meeting rooms
Recreational facilities.

Library The Las Virgenes Library, a branch of the Los Angeles County library system, is located at 29130 Roadside Road in Agoura Hills. This 7500 square foot facility contains 50,000 to 55,000 volumes with average circulation of 15,000 to 20,000 books per month. This facility is heavily used, there are no current plans for expansion of this facility. Agoura High School library at 28545 West Driver Avenue in the City is used primarily by the student population with very little citywide use.

The City of Thousand Oaks library at 1401 East Janss Road in Thousand Oaks and the Oak Park Library also serve Agoura Hills residents.

Agoura Hills General Plan, June 12, 1985

Fire Protection Fire protection for the City of Agoura Hills is provided by the County of Los Angeles. The Los Angeles County Fire Department provides fire prevention, fire protection and emergency medical services. The Prevention and Conservation Bureau provides plan checking which includes subdivisions, access and water requirements, technical expertise in fire prevention matters and availability of foresters for environmental issues.

The Ventura County Fire Department has constructed a fire station in Oak Park, which will provide support to Los Angeles County through a mutual aid agreement.

There are two fire stations in the study area:

<u>Station</u>	<u>Location</u>	<u>Capabilities</u>
1. #65	4206 N. Cornell Rd., Agoura	Engine company and patrol with a 24-hour on-duty strength of 4 people
2. #125	5215 N. Las Virgenes Rd., Calabasas	2 engine companies and a paramedic squad with an on-duty strength of 8 people

Currently there are no problems with service delivery aside from the continual situation of providing service under tight budget constraints. The ability of the Fire Department to meet development demands is affected by the time lag from proposed/initiated development in an area until adequate funds are available for facility construction, equipment purchasing and/or manpower increases.

Measures to increase fire protection and prevention include: the City's fire resistive roof ordinance, a smoke detector ordinance, provision of new fire protection facilities by developers and a hazard reduction program.

Projected development in the City is expected to result in the requirement for additional fire equipment and personnel and expansion of facilities. At the time of expansion, it may be appropriate to relocate one fire facility to provide more convenient access to the freeway corridor.

Agoura Hills General Plan, June 12, 1985

Law Enforcement The Los Angeles County Sheriff's Department provides general law enforcement and investigative services. The Malibu Sheriff Station serves the study area and is located at 23555 Civic Center Way in Malibu. There is also a satellite station just north of the Ventura Freeway at Lost Hills Road. This facility provides desk service, including taking reports, fingerprinting, issuing bicycle licenses, etc.

The only current problem with service delivery is geographical. Because of the terrain and distance, extended response times are sometimes encountered. The 1981 Malibu/Santa Monica Mountains Area Plan of the Los Angeles County General Plan found a need for a sheriff's facility in the Las Virgenes area. A new sheriff's station is planned for the study area south of the Ventura Freeway on Lost Hills Road. The projected completion date for this facility is in three to five years. Construction of this facility should alleviate current service delivery problems of extended response times.

Schools The Las Virgenes Unified School District (LVUSD) encompasses the total Agoura Hills study area. The following schools are located within the study area.

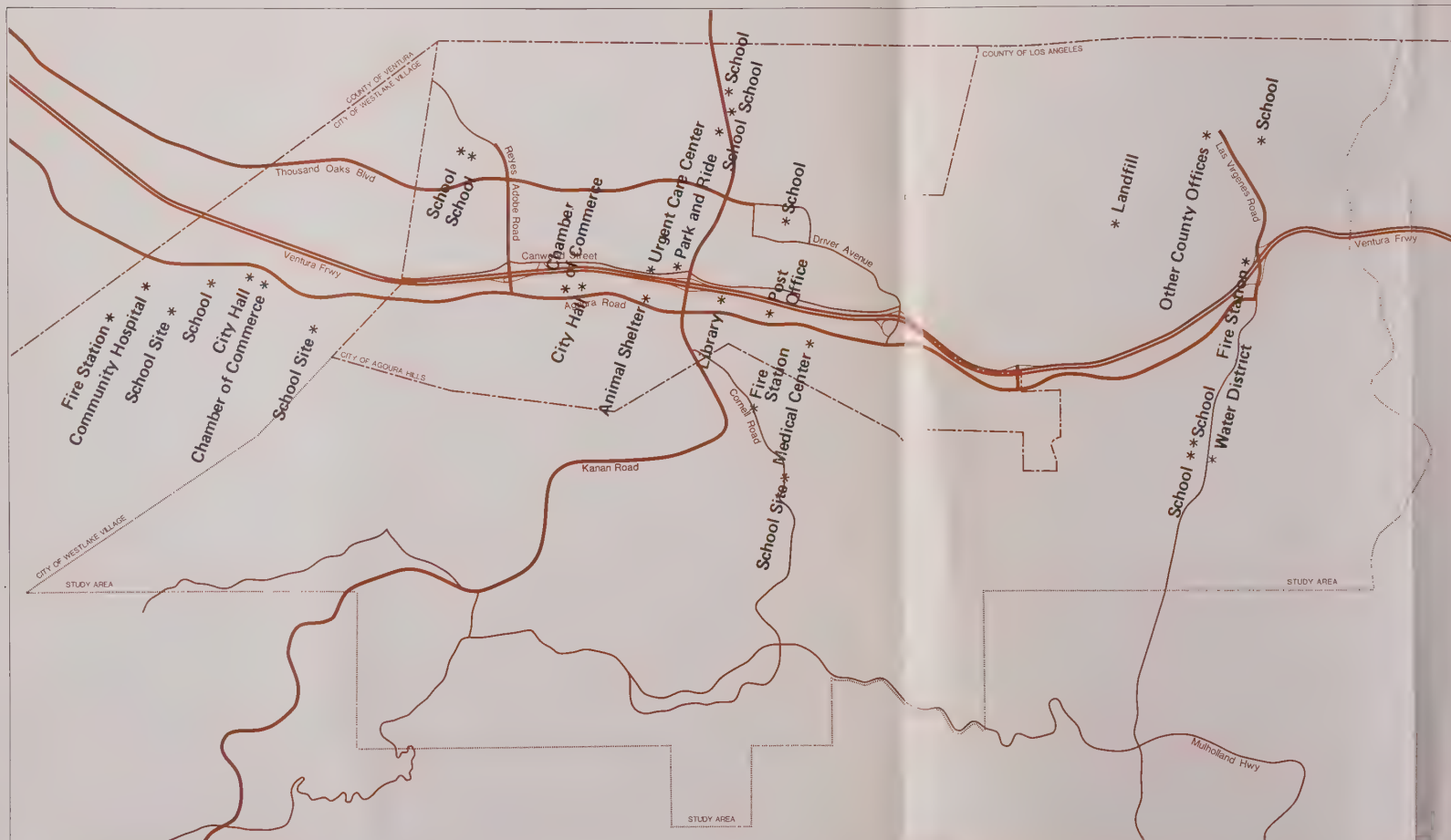
<u>Name</u>	<u>Type</u>	<u>Address</u>
1. White Oak School	Elementary	31761 West Village School Road Westlake Village, CA 91361
2. Yerba Buena	Elementary	5844 Larboard Lane Agoura Hills, CA 91301
3. Lindero Canyon	Middle School	5844 Larboard Lane Agoura Hills, CA 91301
4. Sumac	Elementary	6050 North Calmfield Agoura Hills, CA 91350
5. Willow	Elementary	5920 N. Rustling Oaks Drive Agoura Hills, CA 91301
6. Agoura	High School	28545 West Driver Avenue Agoura Hills, CA 91301
7. Lupin Hill	Elementary	26210 Adamor Road Calabasas, CA 91302
8. Indian Hills	High School	4345 N. Las Virgenes Road Calabasas, CA 91302
9. Arthur E. Wright	Middle School	4029 N. Las Virgenes Road Calabasas, CA 91302

Pierce College in Woodland Hills and Moorpark College also serve the study area.

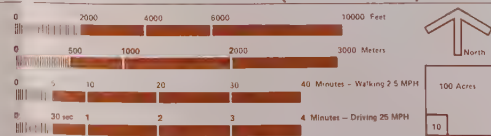
Because of the growth that the Las Virgenes area has experienced, the District is eligible to take advantage of County Ordinance No. 11810 (State Law SB 201). This ordinance requires developers of housing units to be assessed fees by the school district in order to provide temporary classroom space to alleviate overcrowding produced from new students entering the district. These funds are currently being used to provide interim facilities (portable buildings) at a number of locations within the District, most notably Willow School, Lindero Canyon Middle School and Indian Hills High School. Due to the additional growth that is anticipated in the Agoura area, the Las Virgenes Unified School District recommends that development fees continue to be collected.

Public Facilities
Plan

The public facilities plan on the following page identifies existing, proposed and potential public facilities locations. Appropriate locations for a civic/community center and new parks are identified.



AGOURA HILLS GENERAL PLAN



Agoura Hills
Barton Aschman Associates
Williams Kurbelick Associates
Leighton & Associates

Figure 5.2
PUBLIC FACILITIES

TABLE 5.1
PARK FACILITIES

NAME	LOCATION	TYPE	SIZE (acres)	FACILITIES
Agoura Park	5217 Chesebro Road	Local	3	Community events, bldg., children's play area, picnic areas, basketball courts, 2 horseshoe pits, baseball diamonds
Chumash Park	5550 Medea Valley Dr.	Local	12	Baseball diamond, soccer field, picnic areas
Grape Arbor	5100 Parkville Rd., Agoura	Local	5	Picnic area and ballfield
Medea Creek Park	Shady Creek Drive between Laro Drive and Imbler Court	Local	4.6	Undeveloped
Morrison Ranch (unnamed) - goes by name of T.O. Park	Forest Cove Lane and Thousand Oaks Boulevard	Local	4	Undeveloped
Rainbow Crest	Trail Creek Drive and Forest Cove Lane	Local	10	Undeveloped
Reyes Adobe	Reyes Adobe and Rainbow Crest	Local	4	Historical adobe, undeveloped
Sumac	Hollow Brook Avenue and Calmfield	Local	4	Children's play area, pathway through park, picnic area
Ridgebrook Park	Ridgebrook	Local	26	Undeveloped

Agoura Hills General Plan, June 12, 1985

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| Implementation Policies | P5.1 | Development plans shall be reviewed for adequacy of all public facilities and services. Development will be regulated to ensure that necessary public facilities and services are available prior to project occupancy. |
| General Policies | P5.2 | The City will maintain and annually update a 5-year Capital Improvements Program outlining needed capital improvements necessary to meet needs over the next 5 years. |
| | P5.3 | Costs of capital facilities costs will be allocated to those receiving benefits to the extent possible. |
| | P5.4 | The City will investigate the use of maintenance districts to provide for maintenance of public facilities throughout the City. |
| | P5.5 | City public service departments shall continually monitor planned growth to evaluate levels of costs and services and citizen satisfaction. |
| | P5.6 | Continually monitor growth and evaluate levels of fire facilities and services and react accordingly. |
| Water System Policies | P5.7 | The City will encourage and require water reclamation, and encourage water reclamation by appropriate outside agencies. Where appropriate, developers shall be required to install reclaimed water lines in areas with potential for use of reclaimed water in anticipation of availability of additional supplies. Reclaimed water should be considered for fire suppression. |
| | P5.8 | The City will encourage domestic water conservation measures. These measures may include low flow fixtures in residences, encouraging or requiring landscaping that requires little irrigation, use of reclaimed water, and public information programs. |
| | P5.9 | Work with various surrounding water agencies to develop a long-range water supply program for the area and the region. |
| Sewer System Policies | P5.10 | Work with the Las Virgenes Municipal Water District to maintain sewerage facility requirements to meet population and economic development requirements. |

Agoura Hills General Plan, June 12, 1985

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| Drainage System Policies | P5.11 | Provide for orderly construction of drainage facilities. |
| | P5.12 | All major flood control facilities under private maintenance should be upgraded to Flood Control District standards and turned over to the Flood Control District. |
| | P5.13 | No new major privately maintained flood control facilities shall be permitted. New flood control facilities constructed as part of development shall be constructed to Flood Control District Standards and shall include provisions for maintenance. |
| School System Policies | P5.14 | Assist the Las Virgenes School District in ensuring that adequate school facilities are available and phased with development through requirements for dedication of school sites by developers and requiring developers to have a plan for provision of school sites and facilities approved by the school district prior to project occupancy. |
| | | For developments over 400 residential units, developer shall be required to provide for at least 10 acres of useable land at no cost to the school district, in, or adjacent to, the development for an elementary school site. For developments of 800 units or more the Developer shall be required to provide 20 acre site of useable land either in, or in close proximity to, the development for a middle school. Said site shall be determined cooperatively by the City, the school district, and the Developer. Once the site has been determined and turned over to the school district, the site shall be administered by the school district. Any sale of the site shall be by the initiation of the school district with the concurrence of the City. |
| Civic/Community Center Policies | P5.15 | The City will identify and acquire an appropriate site for a civic and community center to minimize costs of providing government services, encourage civic identity and civic pride, and provide needed community facilities. |
| Library | P5.16 | Work with County of Los Angeles and the City of Westlake Village to develop a regional facility. |

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A

6. PUBLIC SAFETY ELEMENT

Background Public safety considerations in planning include protection of people and property from loss as a result of natural or man-induced hazards or illegal acts.

Safety issues associated with traffic are dealt with in the Circulation Element of the General Plan. Safety issues involving earthquakes and geologic hazards are dealt with in the Seismic Safety Element of the General Plan.

Regulatory Context Section 65302.1 of the California Government Code requires each city and county to adopt a public safety element as part of its General Plan.

The Public Safety Element as outlined in the California Government Codes is to include measures for "protection of the community from fires and geologic hazards, including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, zoning restrictions, and geologic hazard mapping in areas of known geologic hazards."

Definitions Many human activities involve risks. Central to the public safety element is deciding when risks are avoidable or unacceptable, and when public intervention is appropriate to reduce risk.

Acceptable Risk. The level of risk people consider acceptable or normal associated with a particular activity.

Unacceptable Risk. The level of risk people consider too great when associated with a particular activity.

Avoidable Risk. Risk that can be avoided by taking another means to achieve an individual or public goal at acceptable cost.

Goals and Objectives The goal of the Public Safety Element is to reduce levels of risk associated with activities over which the City has some jurisdiction to acceptable levels through elimination of avoidable risks.

This goal can be made operational through assessment of acceptable levels of risk for fire, flood, civil disorder, incidence of crime, and other natural and man-induced potential safety hazards in the City, identification of ways risk can be reduced or avoided, and establishment of policies which will result in achievement of acceptable levels of risk.

Goals	Objectives
6.1 Provide a safe and secure environment for all Agoura Hills residents, workers and visitors.	<p>6.1.1 Reduce crimes against persons and property.</p> <p>6.1.2 Effectively manage risks associated with earthquakes, floods, fires and hazardous materials.</p>
6.2 Minimize loss of life and property due to natural and man-made catastrophes.	6.2.1 Maintain an effective emergency preparedness plan and program.

Fire Safety Fire in residences and commercial structures is responsible for substantial damage in the study area each year. The risk of property damage and personal injury from fire can be reduced through a combination of fire prevention measures and fire suppression.

Development of undeveloped areas under the policies of the Conservation and Open Space Element will increase the potential for wildland fires to result in damage to residential structures. Open space land development policies result in a need to develop open space management practices to reduce fire danger, and to develop fire suppression techniques and fire prevention techniques for development near open space areas.

Fire Prevention Fire prevention is implemented through building code restrictions on use of flammable materials, fire resistance of building construction techniques and materials, and installation of fire alarm and suppression systems. These prevention measures impose costs on property owners and tenants, with relatively small costs to the City for inspection.

Property maintenance standards including brush removal and standards for storage and use of flammable materials also are appropriate fire prevention measures requiring modest inspection costs.

Fire Suppression Fire suppression is a major public safety cost for most cities. Fire suppression costs can be significantly reduced by appropriate prevention measures which reduce the incidence of fires and the severity and extent of fires that do occur. Cooperative measures with other cities can reduce the amount of equipment and manpower each jurisdiction must maintain to be prepared for "worst-case" fires.

Costs of fire suppression include maintaining adequate water supply and pressure for the type of fires expected in a given area, maintaining specialized equipment and providing training for special types of fires such as high-rise fires and industrial or hazardous material fires, providing distributed facilities to provide for quick response, etc.

Flood Safety There are seven major drainage courses within the study area with potential for significant flooding. Los Angeles County has adopted the Las Virgenes floodway under which development is controlled for the 50-year storm frequency area of the watershed. Floodways have also been defined for the Palo Comado, Medea and Cheeseboro Canyons. Floodway boundaries for the Liberty, Lindero and Triunfo Canyons are currently being defined by the Los Angeles County Flood Control District. Adoption of floodway development policies by both the County and the City will help reduce flooding potential in the Agoura Hills study area.

Potential damage from floods can be minimized either by reducing the potential extent of flood waters through watershed management, construction of retention basins, or channelization in open or semi-natural channels or storm drains of adequate dimension to handle flood waters; or by insuring that structures are not constructed in areas exposed to potential flooding.

The Conservation and Open Space element of the General Plan includes policies for appearance of flood control facilities in key natural open space areas.

The Land Use Element of the General Plan assumes that flood safety will be achieved by development of flood control channels capable of controlling the 100-year flood.

Hazardous Materials Trucks carrying hazardous substances regularly use the Ventura Freeway. Between January 23 and 29 of 1984, the Coastal Division of the California Highway Patrol counted the trucks carrying hazardous substances along the Ventura Freeway at the Conejo scale facility north of Thousand Oaks. 83 trucks carrying hazardous waste (substances that are not useable) and 845 trucks carrying other hazardous materials (useable substances, e.g., gasoline) were recorded.

Transportation of hazardous materials is safest if national standards for transportation of such materials are established and carefully monitored. In addition, such national standards should require coordination with local public safety officials so officials are prepared for emergency problems involving release of hazardous materials.

Evacuation A number of emergencies may result in a need for evacuation of a community. Ability to successfully carry out an evacuation depends on the ability to notify the residents of the area to be evacuated, and availability of evacuation routes sufficient to accommodate the evacuation traffic volume. The difficulty is greater if a large area must be evacuated because of the larger number of people using the same evacuation routes. Agoura Hills is constrained by its location in evacuation routes.

Currently, the major evacuation route is to the east and west along the Ventura Freeway (U. S. 101). Kanan Road and Las Virgenes Road (which connects to the Mulholland Highway) provide south evacuation routes.

Efficient operation of evacuation routes requires presence of public safety personnel at key intersections to control traffic. The evacuation volume of the circulation system can be significantly greater than normal volume because all lanes can be used in the desired direction with limited turning movements and intersection stops.

The responsibility for evacuation lies with the Sheriff's Department. The Fire Department may request an evacuation due to a hazardous condition such as fire, earthquake, hazardous materials spill, but the Sheriff Department notifies the citizenry and conducts the actual evacuation.

Crime Part of the quality of life sought in Agoura Hills is a feeling of security and safety from criminal activity. Crime covers a broad spectrum of illegal activities. The City has several characteristics which tend to increase crime problems, including its location along a major freeway corridor and its proximity to the Santa Monica Mountain National Recreation Area. Proposed development of open space linkages with trails for hiking, jogging, bicycling and horseback riding will also present unique law enforcement problems.

Layout of developments and design of structures and landscaping can help to discourage criminal activity, principally by improving visibility and hindering unlawful access where possible.

Implementation
Policies

Fire Protection
Policies

- P6.1 Maintain a fire suppression force sufficient to provide an effective response to all types of fires anticipated in the community. Consider the establishment of a volunteer fire companies as an adjunct to the existing fire protection already provided.
- P6.2 Require a high level of fire prevention and fire suppression measures in all new construction to minimize public costs of fire suppression. Fire prevention and suppression regulations should consider roofing materials, vent placement in relation to winds, smoke alarm installation for resale of homes, regulation of use of combustible or inflammable materials.
- P6.3 Maintain guidelines for maintenance of public and private open space areas to provide adequate access for fire control equipment and appropriate buffer areas for protection of structures from wildland fires.
- P6.4 Limit development in areas not served by sufficient water pressure to meet current standards until adequate water flow and pressure can be provided.
- P6.5 Locate a fire station within the city of Agoura Hills.

Flood Control
Policies

- P6.6 Land uses and flood control facilities shall be designed so that no structures of substantial value for human use or habitation exist in flood hazard areas. Channel types shall be consistent with policies of the conservation and open space element.
- P6.7 Land uses and flood control facilities shall be designed so that structures for human use or habitation are capable of surviving anticipated flood levels without major structural damage.
- P6.8 Preservation of flood plans in open space use shall be considered as an alternative to channelization in project EIRs.

Hazardous
Materials
Policies

- P6.9 Recognize the necessity of transport of hazardous materials along key transportation routes.
- o Seek establishment of additional checkpoints for hazardous materials transport.

- o Limit stops and travel by hazardous materials transport vehicles in Agoura Hills to the maximum extent possible within federal guidelines.
- P6.10 Support the maintenance of strict safety standards for transportation of hazardous materials by appropriate governmental agencies. Such safety standards should require coordination with local public safety officials.
- P6.11 Maintain a capability for dealing with hazardous materials emergencies. The City shall seek funding to maintain such capability from sources benefiting from the transport of hazardous materials, such as user charges through the Federal government.
- Evacuation Policies
 - P6.12 Maintain an evacuation plan providing routes and an operating plan for evacuation management sufficient to provide for the orderly evacuation of the community within federal guidelines.
 - P6.13 Develop an additional major transportation link from Agoura Hills to the San Fernando Valley to provide flexibility for emergency evacuation.
 - P6.14 Develop additional access points for areas with only one public access way to provide for emergency evacuation and fire access.
- Emergency Preparedness Policies
 - P6.15 Support development of an emergency operations center in the city with emergency water and power in accordance with the Emergency Preparedness Plan.
- Nuclear Safety Policies
 - P6.16 Maintain an awareness of the nature and extent of potential accidents in the region and maintain operating plans and require adequate arterial access to new development to deal with such accidents.
- Geologic Hazards Policies
 - P6.17 Maintain awareness of the nature and extent of geologic hazards and potential accidents in the area and maintain readiness to respond to such accidents.
 - P6.18 Prevent seismic and geologic hazards to life and property through the policies of the seismic safety element.

Agoura Hills General Plan, June 12, 1985

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| Crime Prevention Policies | P6.19 | Provide for police review of development plans as part of its staff review process for all developments. |
| | P6.20 | Maintain the training of Sheriff or Police Department personnel in crime prevention techniques. |
| | P6.21 | Maintain an ongoing crime prevention program offering a range of services. |
| | P6.22 | Maintain crime prevention guidelines for building construction dealing with identification of structures and prevention of unlawful entry. |
| | P6.23 | Investigate and, if appropriate, establish a license for service and business vehicles operating in Agoura Hills. |
| Civil Disorder Policies | P6.24 | Maintain preparedness for civil disorders through review of parade and demonstration permits and preparation of contingency plans. |

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOLDING ELEMENT

PUBLIC FACILITIES, UTILITIES,
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

**CONSERVATION AND
OPEN SPACE ELEMENT**

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A

7. CONSERVATION AND OPEN SPACE ELEMENT

Introduction The Conservation and Open Space Element serves as a guide for the identification, preservation, and conservation of natural resources and open space within the City of Agoura Hills. Development of a strong open space network can also act as a protector of public health, safety and welfare. Appropriately chosen open space can avoid flood damage, help protect water quality and protect slopes from erosion and soil loss, and take advantage of alternate uses for landslide areas.

This element identifies a network of open space land including major natural features that are an integral part of the plan. In addition, strategies for implementation of the open space plan are presented.

Regional Context The Malibu/Santa Monica Mountains Area Plan recognized the importance of open space. The plan calls for a continuous open space network connecting riparian areas, Significant Ecological Areas, significant historic and archaeological resources, scenic highways and other features, such as Ladyface Mountain. Agoura Hills is fortunate because the Santa Monica Mountains Recreation Area surrounds the city on two sides and is within the study area on the western, southern and a portion of the northern boundaries. The majority of the Palo Comado Significant Ecological Area is contained in the study area and is either scheduled for density easement acquisition by the National Park Service or is currently owned parklands.

Problems and Opportunities The entire natural setting of Agoura Hills provides the most important opportunity to the Open Space/Conservation Plan. Agoura Hills' landscape provides a diversity of environmental features, most of which can still be preserved and utilized. Major canyons, ridgelines, riparian corridors, and wildlife habitat all contribute to the diversity and health of Agoura Hills' environment.

Problems, however, will have to be dealt with in developing an Open Space/Conservation Plan. The Ventura Freeway acts as a barrier to linking open space throughout the City. In addition, topography makes much of the open space lands difficult to reach.

Preservation of natural habitat areas near development increases fire hazard. Sites for recreation within open space corridors will have to be carefully chosen.

Finally, the Open Space/Conservation system can be jeopardized by indirect impacts of continued development. Agoura Hills will need to manage the effects of impacts, such as stream channelization and grading, on the quality of open space lands.

Goals and Objectives The major goals of the Conservation and Open Space Element are to protect the environment and maintain the health, safety, and welfare of the public through the conservation of natural and cultural resources, and to ensure a sufficient Open Space/ Conservation system that will meet the environmental and recreational needs of the City of Agoura Hills. Important objectives necessary to meet these goals include:

Goals	Objectives
7.1 Protect the environment and maintain the health, safety and welfare of the public through the conservation of natural and cultural resources.	<p>7.1.1 Reduce air pollution to achieve national ambient air quality standards for Agoura Hills' region.</p> <p>7.1.2 Encourage and require water conservation.</p> <p>7.1.3 Maximize use of reclaimed water.</p> <p>7.1.4 Provide for safe and sufficient solid waste disposal.</p> <p>7.1.5 Preserve and enhance valley oaks and live oaks as an important natural feature of Agoura Hills.</p> <p>7.1.6 Preserve and increase natural and planted vegetation on private and public lands.</p> <p>7.1.7 Preserve significant historic sites, buildings and districts.</p> <p>7.1.8 Minimize loss of archaeological and paleontological resources as land is developed.</p> <p>7.1.9 Preserve open space to deal with natural hazards such as flood prone lands and slide areas.</p> <p>7.1.10 Encourage source separation and recycling of materials in Agoura Hills.</p>

- 7.1.11 Promote energy conservation through application of building standards and encouragement of use of innovative energy conservation techniques and systems.
 - 7.1.12 Cooperate with appropriate agencies to meet the above objectives.
- 7.2 Develop an open space system to meet the environmental and recreational needs of the City.
 - 7.2.1 Preserve and protect important natural resource features such as plant and wildlife habitats.
 - 7.2.2 Preserve and maintain the natural character and visual quality of the hillsides as a scenic resource, while providing protection from geologic hazards.
 - 7.2.3 Provide public access and recreation on open space/conservation lands where appropriate.
 - 7.2.4 Develop and maintain a true "system" of open space/conservation lands with circulatory and visual links that help to reinforce the system's integrity.
 - 7.2.5 Increase opportunities for active recreation uses.

Surface and
Ground Water
Quality

Surface and ground water quality is affected by the quality of sewage treatment of plant effulents, quantity and quality of storm runoff and pollution from septic systems and livestock. Surface and ground water are not used for domestic water supply in the project area.

There has not been a study on septic tank pollution in the study area. However, the Soil Conservation Service has rated the soil limitations for septic tank filter fields as severe. Septic systems are the primary source of chemical and bacterial pollution in the Malibu/Santa Monica Mountains area. Septic tank systems on slopes greater than 20 percent may cause

water quality problems by downhill surfacing of sewage effluents into streams. Since most of the development in the Agoura Hills area will be concentrated along major thoroughfares, most units will be sewered, with few septic tank systems. All new subdivisions except at rural densities (1-acre or larger lots) require sewers.

For areas not within 200 feet of sewer lines, septic tanks are permitted under County regulations. Septic tanks are regulated by the County Health Department and require percolation and other tests to insure satisfactory performance.

Probably the major water quality problem will result from runoff. Runoff causes debris flow and siltation. Additionally, it transports surface oils from automobiles, pesticides and fertilizers into the water supply. Runoff can be decreased by controlling watershed activities including the protection of natural hydrological processes, the replanting of natural vegetation after development projects have been graded, and the reduction of hydro-system impairment by flood control channelization and development on unstable slopes.

Air Quality

Air quality in the Agoura Hills study area is good relative to the rest of the South Coast Air Basin. Coastal winds blow fresh air through Malibu Canyon towards Las Virgenes and from Westlake Village east towards the San Fernando Valley, and pollutants are dispersed. In general, air quality problems result from transport of pollutants into the area from other areas of the South Coast Air Basin.

Local air pollution problems result mostly from automobile exhaust. Carbon monoxide pollution is greatest along the Ventura Freeway. The vehicle miles travelled along this corridor are the largest within the entire Malibu/Santa Monica Mountains area.

As growth takes place, some increases in pollution levels can be expected; however, these levels will remain well below those of surrounding urban areas.

Important Biological Resources

Within the Agoura Hills study area can be found several important vegetative habitats including oak woodlands, valley oak savanna, chaparral and riparian communities. Riparian communities are very ecologically important as they contain a high diversity of vegetative types which support many animal species. Oak woodlands, in addition to their aesthetic value, provide a habitat for many wildlife species, including raptors. Especially within the Palo Comado Canyon, there is a large concentration of raptor nesting

sites. Development has the potential to disrupt the habitat of these species if not managed with habitat protection in mind. Figure 7.3 on page 7.8 illustrates key habitat areas and significant ecological resources. Policies of the Conservation Element outline methods of preserving habitat while providing for land development. In general, the General Plan calls for low residential densities in or near these important habitat areas. Development in areas with raptor nesting sites can be conducted only with a specific plan including a program for raptor protection.

Visual Resources

The visual quality of the Agoura Hills study area is an important contributor to the lifestyle of the community. The preservation and enhancement of this visual quality while providing for additional development is an important general plan objective. Key visual resources including prominent physiographic features such as Ladyface Mountain, the Morrison Ranch and Palo Comado Hills and the valley oak savannas are identified as important resources to be conserved through development policies. Land development must be conducted under a plan for preservation of these features.

Open Space
System
Summary

The Open Space/Conservation Plan of Figure 7.4 provides a framework that can guide selection processes for both public and private open space.

A number of categories of open space are included in the Open Space/Conservation plan. Each is selected for a specific objective and has specific guidelines for use as outlined below.

Natural features preservation areas include prominent ridgelines and physiographic features, key habitat areas required to be retained in their natural state without modification during the development process. Modifications to these areas will be permitted only to the minimum extent required for protection of public health and safety. Minimal modifications may be permitted to permit open space corridor pedestrian and equestrian trails to pass through these areas.

Secondary ridgelines are ridgelines which are important visual form-giving and space-defining features of lesser significance than primary ridgelines. Secondary ridgelines may be modified during the development process where necessary for satisfaction project development provided that the basic form and space-defining functions of the ridgeline are not compromised. Development on secondary ridgelines should be limited by the City's hillside development ordinance to provide for an unobstructed visual ridgeline profile.

Required open space includes areas required to remain in open space uses by the land use element of the General Plan which are not in the above categories. This open space may include golf courses, parks, public facilities sites, flood plains and landslide areas, undeveloped natural areas and other lands of open space quality.

Open Space - Development Rights Transfer. These open space areas carry development rights which may be transferred to other locations under a Transfer of Development Rights (TDR) ordinance if such an ordinance is adopted by the City. These areas are in general physically developable but because of aesthetic or habitat values are desirable open space areas.

If the City does not adopt a TDR ordinance, these areas remain in the underlying residential development category with a design overlay to preserve visual and habitat values.

Open Space Corridors are also identified on the Open Space/Conservation Plan. Open Space Corridors are key connecting linkages through the City designed to provide pedestrian linkages in a quality open space environment and to provide wildlife mobility areas. The open space corridor along Liberty Canyon Road under the Ventura Freeway has been recognized as an important wildlife corridor to be maintained in order to increase the effective range of a number of species including mountain lions and bobcats.

The open space corridors are intended to increase the effective area of natural open space by linking open space areas with a corridor of sufficient dimension to provide some habitat where possible. Corridors are located in key visual and circulation areas of the City to maximize their effect in providing a sense of continuous open space to residents and visitors.

In general, open space corridors should provide a minimum of 50 feet of natural or landscaped right-of-way where possible. When corridors must cross roads or pass through existing development, narrower corridors are appropriate. In general, a minimum of 15 feet should be provided between the edge of the open space corridor and any circulation elements such as trails within the corridor to provide a sense of separation from adjacent uses. Open space corridors may be integrated with natural or improved channels, golf courses, vehicular circulation facilities, parks and other land uses as appropriate to the specific location of the corridor and the nature of surrounding development.

Open space management areas are areas where development is permitted at low density subject to conditions for preservation of habitat and visual open space values. These areas include steep slope areas and areas where low density development is consistent with habitat preservation.

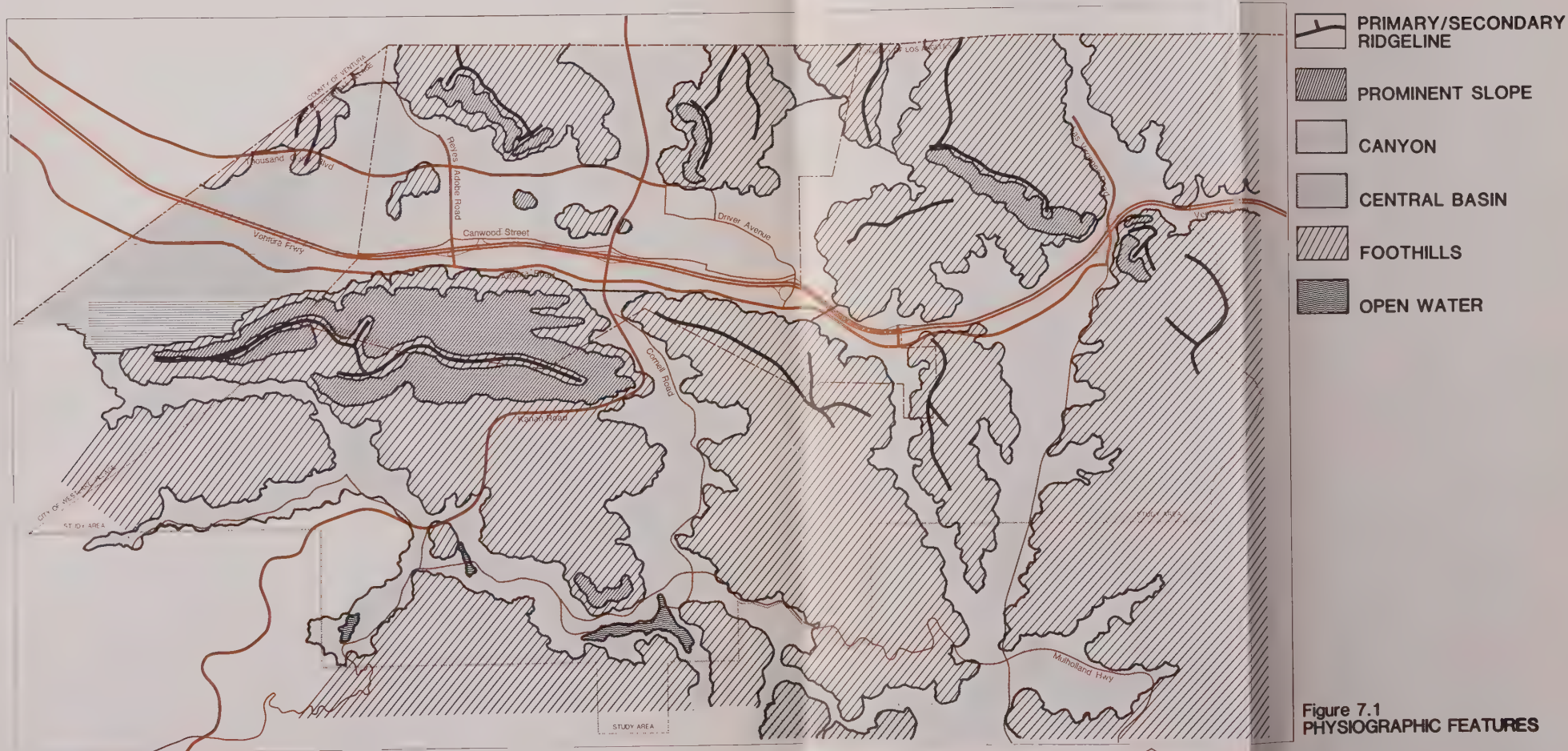
Figure 7.3 outlines existing habitat areas in the City. Habitat areas include areas of oak woodland, riparian, coastal sage scrub, chaparral and other habitat with a significant amount of perennial vegetation other than grasses. Most important habitat areas including oak woodland and riparian vegetative communities are preserved in the natural features preservation area.

In order to preserve vegetative habitats in Agoura Hills, Significant Ecological Areas as identified by Los Angeles County are identified as open space zones where transfer of development rights may be utilized to insure open space preservation. If a transfer of development rights ordinance is not adopted by the City, specific plans are required to provide for the preservation or restoration in the same or other appropriate location of 50% of the habitat within significant ecological areas. The underlying land use designation for these areas if no TDR ordinance is adopted is from 1 unit per 5 acres to 1 unit per 20 acres as determined by the City in its zoning map following review of slope, development hazards such as landslides, and other factors.

In general, preserved or restored habitat should be located in contiguous areas separated from development to minimize fire hazard and modification of habitat by human activities. Appropriate uses may include visual open space associated with golf courses or parks, open space corridor margins, or undeveloped natural areas. Manufactured slopes should not be considered in tabulating open space areas. Public ownership and access to these areas is not required.

Other open space lands are expected to be provided in specific plans to meet minimum open space requirements and provide additional open space amenities.

Lands selected for open space should not only be of high environmental quality but they should enhance existing or designated open space.



Triunfo Canyon



Ladyface Mountain



Strawberry Hill (center)
and Morrison Ranch hills

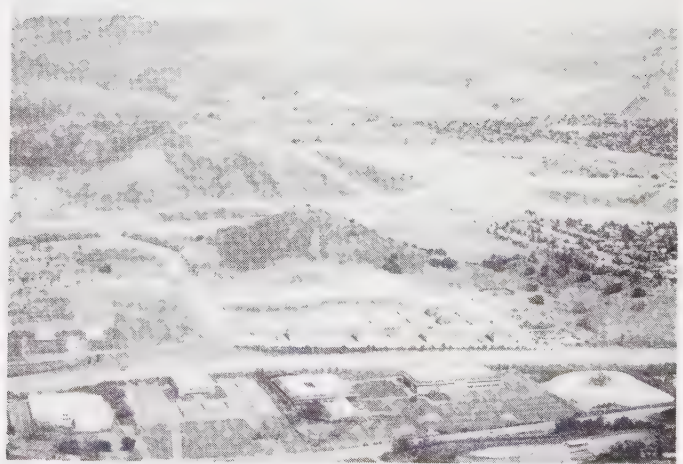


FIGURE 7.2
PHOTOS OF KEY PHYSIOGRAPHIC FEATURES

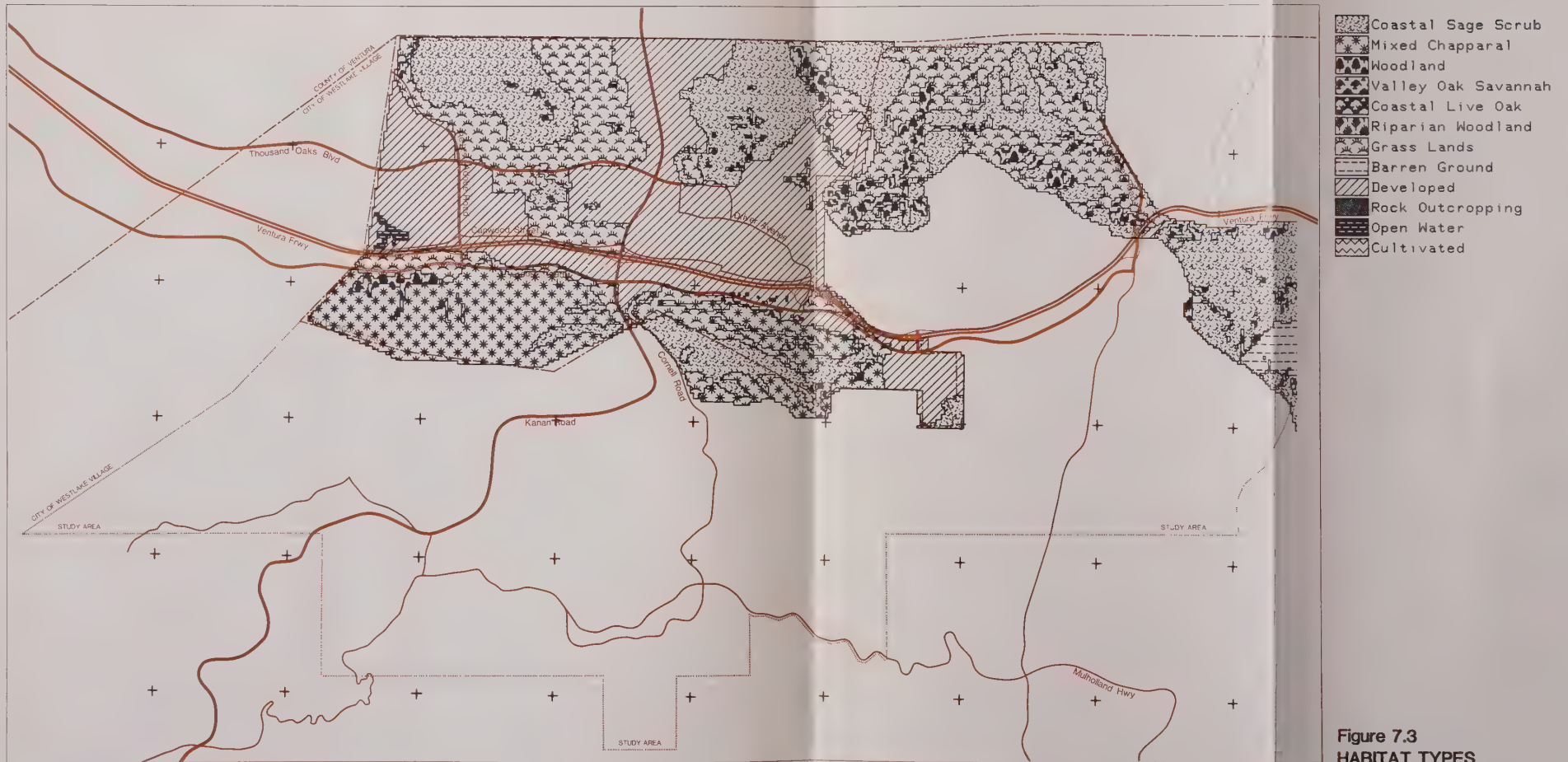
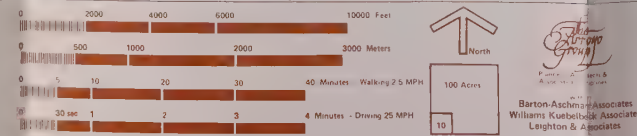


Figure 7.3
HABITAT TYPES

AGOURA HILLS GENERAL PLAN



Recreation Uses
of Open Space

Early studies of open space standards advocated a combined total of 10 acres of open space per 1,000 population. In 1970 the National Recreation and Park Association revised its standards to 30 acres per 1,000 population. In applying the total projected Agoura Hills study area population of 30,000, a total of 900 acres of open space is eventually needed to meet these standards. The General Plan provides for a minimum of approximately 4,000 acres of open space with policies that should result in more than this amount.

The National Recreation and Park Association standard is a general minimum acreage standard applied on a national level. It will vary for each community or city, depending on a variety of factors (availability of open space, density, community character). At an early stage of the General Plan revision process it was clearly established that a rural character with relatively low density and an abundance of open space was desired to maintain the character of the area. The General Plan Land Use Element reflects a development pattern which promotes an extensive open space network which will exceed the National standard, while providing adequate open space to meet community needs.



-  DEVELOPED OPEN SPACE
-  NATURAL OPEN SPACE
-  OPEN SPACE-TDR
-  RURAL RESIDENTIAL
-  OPEN SPACE CORRIDOR
-  HISTORIC OAK TREE

Figure 7.4
OPEN SPACE STRATEGY

AGOURA HILLS GENERAL PLAN



- | | | |
|-------------------------------------|------|---|
| Implementation Policies | P7.1 | Environmental Impact Reports for specific plans shall provide information on the nature, extent and value of habitat areas within the specific plan area. |
| Habitat Preservation | P7.2 | Habitats of rare and endangered species, or areas identified as habitats of regional significance shall be maintained in a natural state unless the City finds that this habitat area can be modified without significant loss to the region, and that modification of the habitat area is crucial to achievement of other general plan objectives. Such modification of habitat shall be considered a significant environmental impact of a proposed project and shall be discussed in an Environmental Impact Report on any project which proposes such modification. Such project EIRs shall consider a project alternative which does not modify habitat. |
| | P7.3 | Riparian habitat extents shall be reviewed and modified at the specific plan or project level through City review of naturalist's reports in Specific Plan EIRs. |
| | P7.4 | Development plans shall identify all oak trees of greater than 6 inches circumference. Mature oak trees of greater than 15 inches circumference shall be preserved wherever possible and replacements provided where oaks are removed. The City oak tree preservation ordinance shall be considered a minimum requirement for oak tree preservation. |
| Physiographic Features Preservation | P7.5 | Natural preservation features will be maintained in their existing natural state except as required to protect the public health and safety. Preservation and maintenance of the natural character of the hillsides as a scenic resource of the City will be implemented through application of the Hillside Development Ordinance during Specific Plan, Tentative Tract and Site Plan review. |
| | P7.6 | Alteration of water courses should be limited if at all possible. All projects shall consider natural or seminatural drainage channels as an alternative to concrete channels in project design and EIRs. Where concrete channels are proposed, landscaping and other techniques to minimize adverse visual impacts shall be considered. Open space easements along flood |

control channels shall be considered where appropriate and related to the open space network.

- | | | |
|---------------------|-------|--|
| | P7.7 | Reservoirs, antennas, and other public or private facilities requiring high elevations will be sited, landscaped and designed to minimize their visual impact in key physiographic feature areas. |
| Hazard Mitigation | P7.8 | Geologic and other hazard areas including landslide and fault zones, mudslide potential areas, and other potential hazard areas as identified in the seismic element of the general plan, in geological and soils reports and specific plan EIRs as presenting a potential hazard to development should be set aside as open space when satisfactory mitigation measures cannot be included in development projects. |
| | P7.9 | The City will require all developments to stabilize slopes and landslides in developed areas, take measures to prevent erosion and provide appropriate landscaping for slope maintenance. |
| | P7.10 | All developments shall maintain the areas between development and open space for fire prevention. |
| Resource Management | P7.11 | The City will encourage, and require as appropriate in its building regulations, measures for domestic and commercial water conservation, including pressure reducers and flow restrictors. |
| | P7.12 | The City will protect the quantity and quality of its ground water resources. |
| | P7.13 | The City will meet or exceed California Regional Water Quality Control Board water quality standards and State and County health regulations. The City will require provision of reclaimed water systems to serve appropriate areas including medians, parks and open space areas. |
| | P7.14 | Cooperate in the achievement of the Air Quality Management Plan for the South Coast Air Basin. |
| | P7.15 | The City will require provision of reclaimed water systems to serve appropriate areas including medians, parks and open space areas. |
| | P7.16 | The City will develop and/or support local and regional programs to improve solid waste disposal, particularly of hazardous materials. |

Agoura Hills General Plan, June 12, 1985

- P7.17 The City will develop techniques to protect historic and architecturally significant resources and provide economic or other incentives for preservation.
- P7.18 Specific plans and discretionary projects shall provide for archaeological surveys and appropriate recordation of significant archaeological and paleontological sites. Where possible, sites shall be preserved in place. In other cases, projects shall provide for the observation of grading and the excavation of identified sites prior to development.
- Public Use and
Public Access
- P7.19 Specific plans shall provide for dedication of open space corridors as appropriate.
- P7.20 The City will investigate legal tools available to provide for private maintenance of open space lands accessible to the public while limiting private liability.
- P7.21 The City will investigate the potential for an open space conservancy as a method for acquiring, managing and maintaining open space areas including open space corridors, trails, and undeveloped open space areas.
- P7.22 The City will require new developments to be designed to provide public access to open space areas suitable for public use.
- P7.23 The City will seek the eventual inclusion of the Ladyface Mountain scenic area within the Santa Monica Mountains National Recreation Area.
- Open Space
Quality
- P7.24 The City will incorporate criteria for maintaining open space quality into Urban Design Guidelines, Hillside, Zoning, Subdivision, and other development ordinances.
- P7.25 The City will develop and implement a citywide landscaping plan using native trees, shrubs, and grasses with low maintenance cost and low water use.
- P7.26 The City will concentrate its efforts on provision of open space towards land of citywide significance, while looking to developers to provide open space of neighborhood significance and to the County and the State to acquire lands of regional significance.

Agoura Hills General Plan, June 12, 1985

Open Space Costs P7.27 The City will seek to minimize City costs of acquisition and management of open space through techniques which may include transfer of development rights, easement acquisition, and management by other public agencies.

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A

8. NOISE ELEMENT

Background Noise is often termed "unwanted sound". Noise has the potential to interfere with a number of human activities, particularly those associated with residential areas.

Noise is produced by many activities including industrial processes, transportation, use of amplified sound, construction, speaking, etc. Through planning, the City can help to insure that the activities producing noise result in minimal interference with the activities sensitive to noise.

Regulatory Context Section 65302 (g) of the California Government Code requires each city and county to adopt a noise element as part of its General Plan. The noise element is to describe in quantitative, numerical terms the contours of present and projected noise levels associated with all existing and proposed major transportation elements.

The State of California and the U.S. Department of Housing and Urban Development have each recognized the importance of protecting residential areas from noise problems. The State has established a noise level of 65 decibels (dB) on the Community Noise Equivalent Level (CNEL) scale as the level above which all multiple family residences must be provided with additional sound insulation. The U.S. Department of Housing and Urban Development uses somewhat different measures of noise level, but in general considers this same level normally unacceptable for residential use and will not fund housing projects, or even individual home loans, in noise impact areas.

The U.S. Environmental Protection Agency, which does not regulate noise levels for residential use but is empowered to establish noise limits for products, has determined that 55 dB on the day-night noise level scale (almost identical to the California CNEL scale) is the threshold of annoyance from environmental noise (U.S. EPA, "Report on Levels of Environmental Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety", 1974). 65 decibels is considered the point where noise becomes the most important environmental factor in people's assessment of the quality of their neighborhood, and therefore a significant adverse impact on neighborhood quality and property values.

These noise level scales are 24-hour averages, and include a penalty weighting for nighttime noise. They should not be confused with instantaneous peak noise levels, which may be much higher at a given time than the 24-hour average.

In addition to these guidelines and standards for residential noise levels and sound insulation, the State of California regulates maximum noise levels from automobiles, trucks and motorcycles, and limits modification to vehicles that results in increased noise. However, these limits control only the very loudest vehicles, and do not result in significant reductions in the average noise produced from a freeway or major arterial street.

Goals and
Objectives

The goal of the City for the noise element is to prevent or eliminate significant noise problems. Because the noise element operates in the area of the arrangement of land uses in the City and their development standards, the noise element will deal with how noise problems can be prevented through proper arrangement of land uses and circulation systems, appropriate noise emission or insulation standards for land uses, and remedial measures to deal with noise problems that now exist.

Goals	Objectives
8.1 Prevent or eliminate significant noise problems.	8.1.1 Prevent creation of new and additional sources of noise.
	8.1.2 Reduce current noise levels to acceptable standards.
	8.1.3 Insure all new developments provide adequate sound insulation or other protection from existing and projected noise sources.

Identifying
Significant Noise
Problems

Making the goal of preventing or eliminating significant noise problems operational requires knowing what a significant noise problem is. Based on adopted standards of other agencies and findings that noise levels above the threshold of annoyance are a significant factor in determining the quality of life in a community, the City adopts the following objectives and standards for noise levels for land uses:

Table 8.1
Noise Guidelines
and Standards

Land Use	Noise Level, dB CNEL or Ldn	
	Desirable Maximum	Maximum Acceptable*
Residential, Low Density	55	65
Residential, Medium Density	60	65
Residential, High Density	65	70
Residential, Interior	45	45
Schools	60	70
Commercial, Office Uses	65	75
Industrial Uses	70	75

*Sound insulation may be required at maximum acceptable level.

Noise-Sensitive
Land Uses

Residential uses, schools and churches are the most common noise-sensitive uses found in communities. In residences, noise interferes with conversation, sleep, television viewing, and the sense of privacy needed for a quality residential environment. In schools, noise can interfere with learning through reducing the ability of children to understand words and distracting attention from classroom activities. Churches need quiet to maintain the atmosphere desired for religious services.

Figure 8.2 illustrates the location of key noise-sensitive land uses in the City.

All residential uses should be protected with sound insulation over and above that provided by normal building construction when constructed in areas exposed to greater than 60 dB CNEL. Continuous noise levels above 75 dB CNEL may result in hearing damage in people continuously exposed to these levels over a long period of time.

The above standards and guidelines represent an appreciation that higher intensity land uses bring with them higher noise levels simply because more people are using these areas, with more automobile trips, etc. Low density residential areas need to be quiet in order to protect the environmental quality people seek when purchasing low density housing. Insuring low noise levels will help to insure that housing is kept well-maintained and keeps its value over time, reducing municipal expenditures and maintaining revenues.

Preventing Noise
Problems Through
Planning

Potential future noise problems may be prevented by insuring that residential uses are planned to be far enough away from major transportation corridors to reduce noise to acceptable or desirable levels for

those uses. The distance required varies with the expected volume of traffic. The distance may be reduced through providing walls or berms between the noise source and the residential area. In high density developments, it may be appropriate to use the first row of dwelling units as a continuous wall to protect those behind. In this case, the wall facing the circulation corridor requires careful design to insure that adequate sound insulation is provided, and that units themselves are designed so that outdoor activities and views are on the noise-sheltered side of the unit.

The graph below indicates the required distances from transportation noise sources to achieve desired noise levels for a range of traffic flows. At the time development takes place, developments proposed in zones that would be incompatible under the standards of the Noise Element are required to include a report indicating how these standards will be achieved through existing topography, design of barriers or residential units themselves.

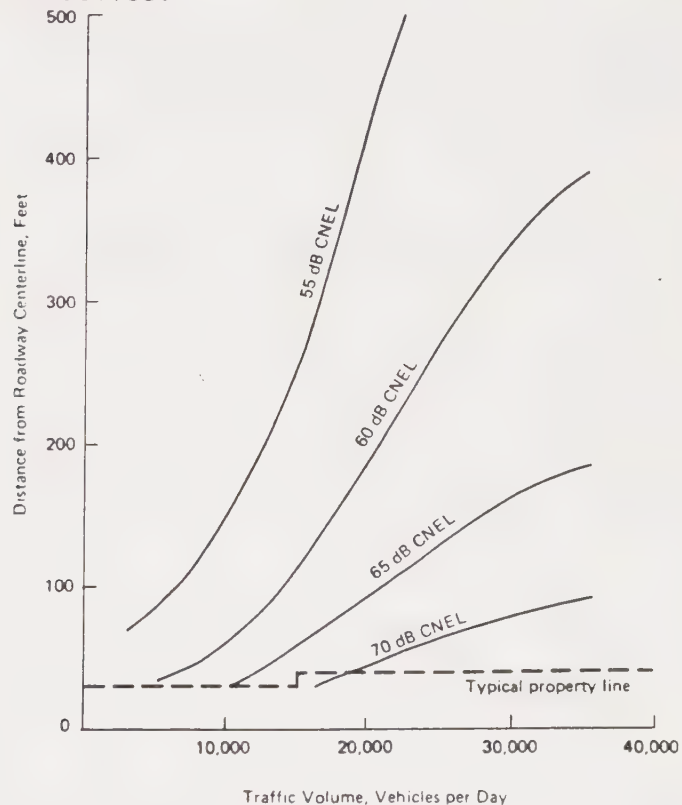


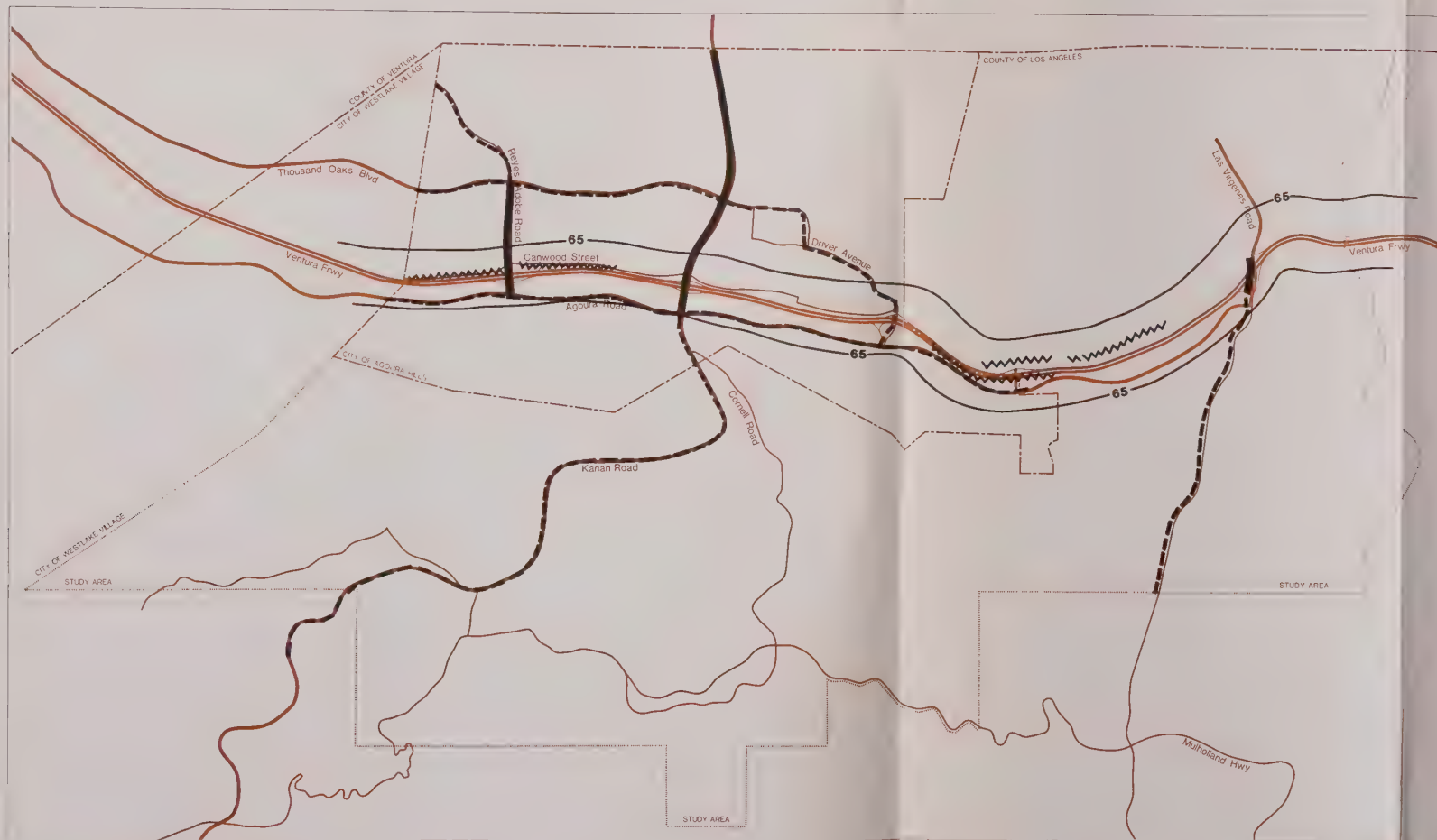
Figure 8.1
Noise Impact from
Motor Vehicle
Traffic

Source: The Arroyo Group, based on Federal Highway Administration Highway Traffic Noise Model.

Figure 8.2 illustrates transportation noise sources in the City and classifies arterial streets by the expected distance from the arterial where the noise level will exceed 60 dB CNEL or Ldn and sound insulation or barriers should be provided to protect residential uses. Strategies for dealing with transportation noise are summarized on the map.

Freeway noise contours are estimated based on traffic volume and a simplified analysis of the effect of topography on freeway noise. Because the topography along the freeway varies greatly in Agoura Hills, each major development will require its own analysis of how to reduce freeway noise to an acceptable level if residential uses are to be located within the zones where an unshielded site would be exposed to undesirable noise levels. Studies should consider noise levels expected with design traffic volumes rather than with current volumes. The noise element contours of Figure 8.2 should be used as a rough guide for where such studies are required.

- | | |
|----------------------|--|
| Other Noise Sources | A number of sources of noise in the City cannot be dealt with simply by providing enough distance between the noise source and receiver. These noise problems are in general dealt with in ways other than through the General Plan. |
| Aircraft Noise | The City is exposed to occasional aircraft overflights but is not exposed to regular approaches and departures in the vicinity of any airport. |
| Mechanical Equipment | Mechanical equipment on buildings including air conditioners, swimming pool pumps, fans, etc. can be a local noise problem if not properly shielded from adjacent uses. A combination of noise ordinance limits on noise levels on adjacent properties and building code requirements for shielding of mechanical equipment can prevent noise problems from mechanical equipment. |
| Residential Noise | Most complaints of noise come from and are generated in residential neighborhoods. Complaints may result from noise of barking dogs, loud parties, loud playing of amplified or live music, use of pools or tennis courts and other activities. Such noise problems can be reduced by public education and by enforcement of a noise ordinance with provisions for abatement of noise nuisances. An enforcement program involving response to and adequate followup on all noise complaints is relatively expensive. Such complaints are usually given low priority by police and are more likely to be followed up with better attention to continuing problems if assigned to another department dealing with property complaints. |







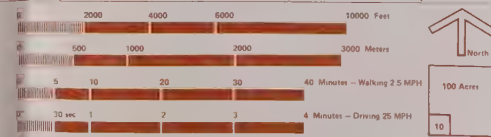
-  ARTERIAL-SOUND INSULATION FOR RESIDENCES WITHIN 50 FEET
-  ARTERIAL-SOUND INSULATION FOR RESIDENCES WITHIN 150 FEET
-  FREEWAY NOISE dB CNEL OR Ldn
-  FREEWAY BARRIER DESIRABLE

Figure 8.2
NOISE IMPACT AREAS
AND NOISE ABATEMENT
STRATEGIES

AGOURA HILLS GENERAL PLAN



Barton Associates
 Williams & Associates
 Leighton Associates

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

SEISMIC SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A.

9. SEISMIC SAFETY ELEMENT

Regulatory Context The Seismic Safety Element is a required element of the General Plan for all California cities under Section 65302(f) of the Government Code. The Seismic Safety Element is to include an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to effects of seismically-induced waves such as tsunamis and seiches.

The element is also to include an appraisal of mudslides, landslides and slope stability hazards.

Goals and Objectives The goals and objectives of the Seismic Safety Element relate to the reduction of potential for loss of life, injuries and property damage resulting from earthquakes or other geologic hazards.

Goals	Objectives
9.1 Mitigate the potential for loss of life, injuries, damage to property, and economic and social displacement resulting from future earthquakes or other geologic hazards, by the avoidance, elimination, or reduction of risk to an acceptable level.	<p>9.1.1 Ensure that geologic hazards in all areas for human use or habitation are properly mitigated or avoided prior to or during development.</p> <p>9.1.2 Ensure adequate response to potential earthquakes through policies of the Safety Element.</p> <p>9.1.3 Maintain, revise (when necessary) and enforce appropriate standards and codes to reduce or avoid all levels of seismic or geologic risk.</p> <p>9.1.4 Recognize the need to provide greater safety for important or critical-use structures (such as hospitals; schools; fire, police and public assembly facilities; and utilities) through careful site selection and comprehensive geotechnical investigation.</p> <p>9.1.5 Advocate improved seismic safety programs for schools and promote greater public awareness of all types of geologic hazards.</p>

9.1.6 Improve interjurisdictional cooperation and communication relative to seismic safety, regional fault studies, legislation, disaster response and emergency plans.

9.1.7 Advocate improved earthquake insurance programs and seek qualification of the City for Federal mudslide insurance.

Implementation
Policies

The following policies are adopted by the City to meet the objective of minimizing or eliminating potential seismic and geologic hazards through appropriate regulation at the land-use planning, design and construction stages of development.

Geotechnical Conformance with General Plan

P9.1 Wherever geotechnical hazards or constraints are found to be incompatible with general plan land uses, and hazard elimination is found to be infeasible, relocation of the use zone to a nearby area not subject to such hazard may be considered consistent with the General Plan, provided this relocation conforms to other General Plan objectives and other aspects of the land use map. Any such relocation is subject to approval of the City Council.

Seismic Hazards Mitigation

P9.2 Fault Rupture. In the absence of known active faults, no mandatory development restrictions or investigation requirements (by the State, under the Alquist-Priolo Act, or by the City) are presently recognized within the planning area. Discretionary recommendations regarding fault hazards are left to the project geologic consultant.

P9.3 Seismic Shaking Effects. Mitigation of ground shaking from regional earthquakes shall be implemented by design of buildings (including multistory structures) in accordance with the 1982, or later, Uniform Building Code (Chapter 23), or its equivalent. Analysis of the seismic stability of all cut or fill slopes steeper than 2:1 shall be required to demonstrate an adequate safety factor. Such analysis shall be performed in accordance with the City code (at least equivalent to the current Los Angeles County grading regulations).

- P9.4 Other Seismic Hazards. Potential secondary seismic shaking hazards (such as liquefaction, seismically induced settlement, or ground lurching which may be locally present and adversely affect soil or building site stability) shall be geotechnically investigated wherever deemed necessary by the City Engineer on the basis of the Geotechnical Constraints Map or other relevant geologic data, and upon the guidance or advice of a qualified geotechnical review consultant.

Geologic (Nonseismic) Hazards Mitigation

- P9.5 Geotechnical Review and Grading Inspection. In order to assure that recommended and required mitigation measures are appropriately implemented to minimize or eliminate potential geotechnical hazards, the City recognizes its important role in the enforcement of grading and construction regulations, and shall provide qualified expertise for the review of technical reports and sufficient personnel for the field inspection of grading operations and construction.
- P9.6 Grading Standards. The City shall adopt a city grading ordinance with provisions no less restrictive than the provisions of Chapter 70 of the 1982 Uniform Building Code, or the Los Angeles County Building Code equivalent, for the control of excavation, grading and earthwork construction.
- P9.7 Building Site and Slope Instability. Geotechnical investigations by a certified engineering geologist and registered civil engineer shall be required for all grading and building site development within all areas of potential instability and seismic problems.
- P9.8 Slope Stability Warranty. Developers shall be responsible for supplying a preventive maintenance program for all major manufactured slopes to implement the 10-year slope warranty requirement. Inspection and maintenance, including grading, planting and irrigation, of slopes during this period will be provided for in association fees and CC&Rs.
- P9.9 Special Slope Stability Hazard Concerns. The potential for mudflow hazards, particularly on and below natural slopes left ungraded by development, is hereby recognized and such hazards shall be satisfactorily mitigated through appropriate geotechnical investigations (including requirement of shallow slope stability analysis) and provision of protective measures, devices, use restrictions or procedures, as deemed necessary.

- P9.10 Geologic Restricted Use Areas. The City Engineer shall establish Restricted Use Areas for recordation of subdivisions having geologic hazards. The purpose shall be to clearly show portions of lots which may be affected by an adverse geologic condition which could render that portion unsuitable for development (or could influence the stability or suitability of the adjoining lot), without corrective work as determined by the City's review of geotechnical and soils reports. This situation is common in hillside subdivisions, where a graded pad or otherwise buildable site is established, and the remainder of the lot (typically sloping, natural hillside at the rear) may be underlain, in part, by a landslide, similar potentially unstable condition, or other geologic hazard.
- P9.11 Onsite Sewage Disposal. Subdivision of land without provision of a sanitary sewer system shall be discouraged unless it can be demonstrated that private, onsite sewage disposal systems will be feasible and will not cause slope instability or health problems. In no case shall lots of less than one acre be permitted to utilize onsite sewage disposal systems.
- P9.12 Water Seepage and Springs. Develop standards and review procedures to deal with surfacing ground water occurring as a part of development.

The following section details the geologic conditions of the Agoura Hills area and provides the technical background for the seismic safety element policies.

REGIONAL GEOLOGIC STRUCTURE AND HISTORY

Major Faults and Geologic Events

The Agoura Hills area lies within the Transverse Ranges which form a major structural block of the earth's crust, between the San Gabriel and San Andreas faults (on the northeast) and the Malibu Coast and Anacapa-Santa Monica faults (on the south); refer to Figure 1 for the locations of the major active and potentially active faults in the region, as well as major earthquake epicenters (Richter Magnitude greater than 6). Other named, but shorter, significant faults in the nearby areas include the Boney Mountain and Sycamore Canyon faults in the Thousand Oaks area, and the Liberty Canyon fault in the Malibu area, extending into the southeast portion of the study area. None of the latter faults, however, is known to be active.

Various component structural blocks which comprise the Transverse Ranges (e.g., the Santa Monica Mountains, Simi Hills, Oak Ridge, Las Posas and Camarillo Hills) had their beginning in the Cretaceous period (at least 75 million years ago), when marine and non-marine sediments started to accumulate in the slowly subsiding Ventura Basin. After alternating periods of land uplift and erosion, followed by sinking and additional sedimentation, there were sporadic episodes of volcanic activity, faulting, and other earth-deforming processes (such as folding). The latest period of major mountain-building activity occurred during the middle of the Pleistocene epoch, approximately one million years ago, when most of the present-day structural features were produced.

Principal
Formations

Primarily Miocene-age (6 to 16 million year old) volcanic and marine sedimentary formations underlie the study area and surrounding areas. The older bedrock is exposed at the surface primarily in the Simi Valley area (to the north) and in the Santa Monica Mountains (to the south). Major valley areas containing significant thicknesses of young alluvial deposits are located in the Westlake-Russell Valley area (to the west) and in the Las Virgenes Canyon area (within the southeast portion of the study area).

In general, the Conejo Volcanics (comprised of hard basalt and andesite flows and dikes, as well as some mudstone, siltstone and sandstone) are a hard, difficult to excavate, but a relatively more stable formation. The Topanga, Calabasas, and Modelo Formations which are the marine sedimentary deposits (conglomerate, sandstone, siltstone and shale) make up the remaining bedrock types of the study area. These are of variable stability, depending upon the proportion of the weaker siltstone and shale present.

REGIONAL FAULT AND MAJOR EARTHQUAKE EPICENTER MAP

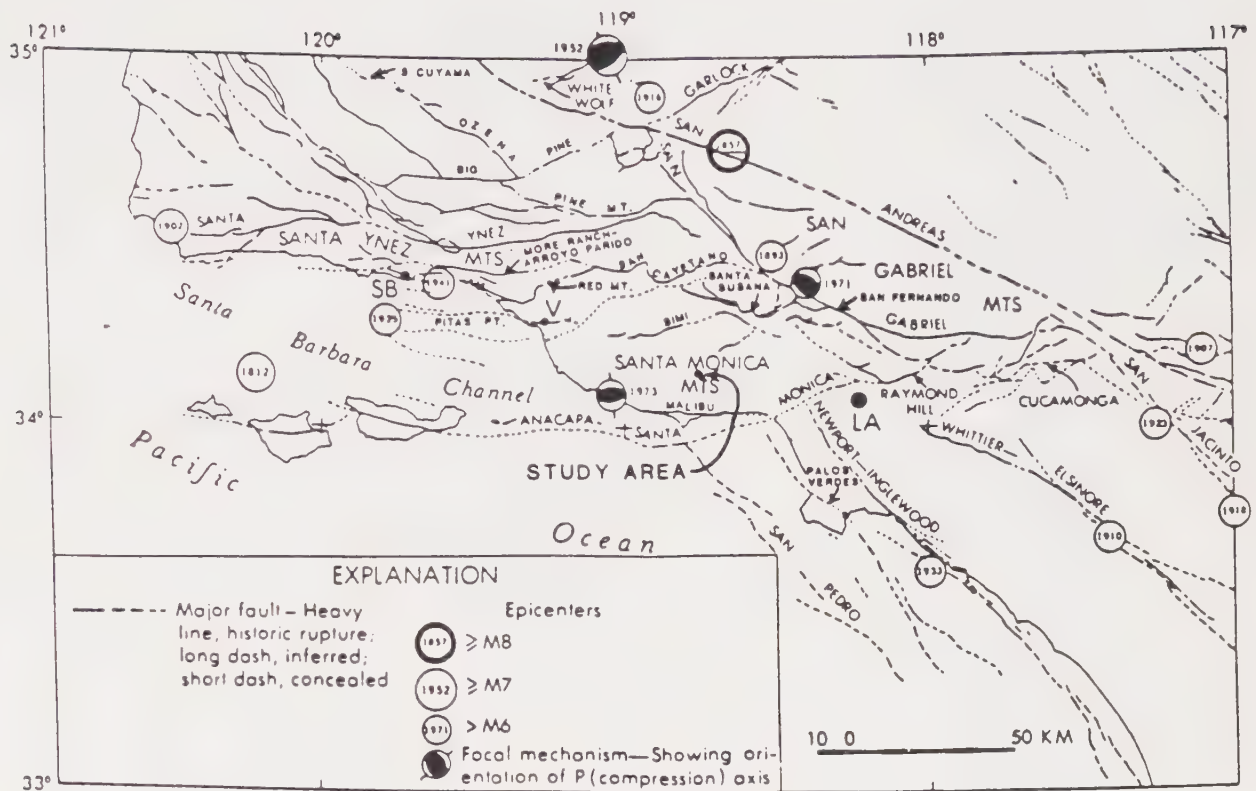


Figure 9.1 Part of Southern California showing area investigated, and relations of western Transverse Ranges (bounded by Santa Ynez, San Gabriel, and Anacapa-Santa Monica faults) to major faults and epicenters of large earthquakes. SB, Santa Barbara; V, Ventura; LA, Los Angeles. Modified from Yerkes and Lee (1979).

GEOLOGIC SETTING WITHIN STUDY AREA

Types of Geotechnical Hazards

For the purposes of our seismic safety/planning analysis, the geotechnical hazards are divided into two major groups, seismic and non-seismic, and include the following categories:

SEISMIC

1. Primary

- a. Ground rupture caused by fault movement
- b. Seismic shaking

2. Secondary

- a. Liquefaction
- b. Seismically induced settlement and landslides
- c. Seiches
- d. Potential inundation due to dam failure

NON-SEISMIC

1. Slope Instability

- a. Landslides
- b. Mudslides, erosion and other shallow slope failures
- c. Slide-prone formations

2. Soil-Related Hazards

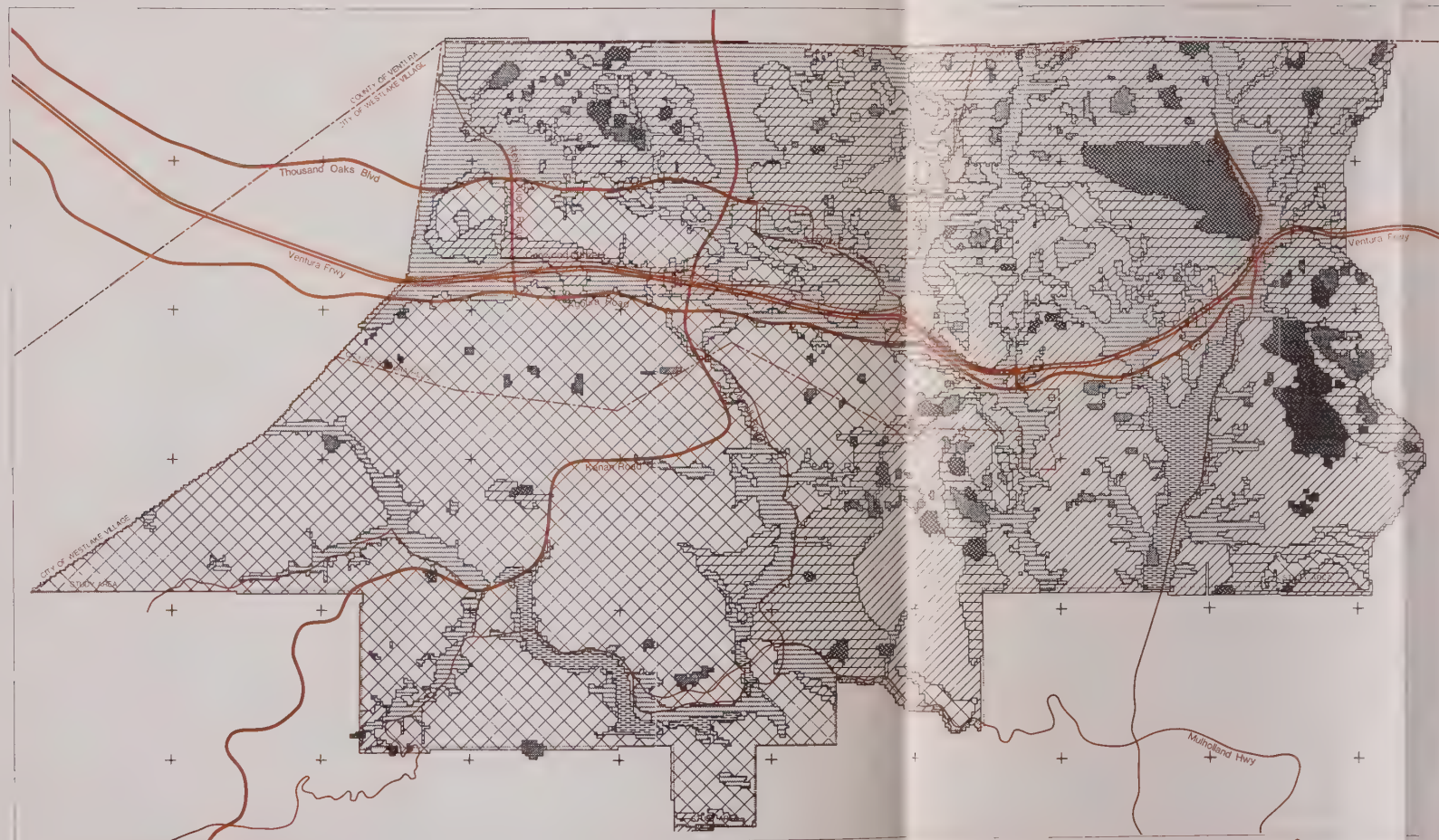
- a. Expansive soil
- b. Settlement
- c. Subsidence
- d. Hydrocompaction

3. Other Problems

- a. Seepage, shallow ground water
- b. Percolation characteristics

Hazard Mapping Methodology

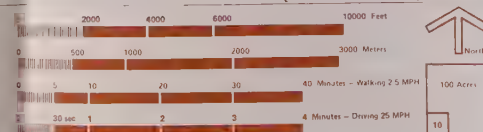
The hazard types enumerated above, where identified and mappable, are displayed on the Geotechnical Constraints Map (Figure 9.2). For example, all known faults are shown, but seismic shaking intensities or ground acceleration contours within the study area (which vary, depending upon the causative fault, earthquake magnitude, direction and distance) are not mapped because they would not be particularly meaningful for land use planning or for determining mitigative aseismic design criteria. Other hazards, such as landslides, suspected landslides or shallow slope failures (e.g., mudflows and soil slumps) are delineated as originally shown on the geologic reference maps. The mapping of the susceptibility of a formation to sliding, on the other hand, depends upon a qualitative judgment based on a



- Geologic Factors**
- Alluvium/Colluvium/Fill
 - Interbedded Siltstone/Shale
 - Volcanic Rock
 - Massive Sandstone
 - Known Landslide
 - Suspected/Possible Landslide
 - Liquefaction Potential

Figure 9.2
GEOTECHNICAL
CONSTRAINTS

**AGOURA HILLS
GENERAL PLAN**



CHD
CITY OF HOUSTON
DESIGN &
ENGINEERING
Barton Aschman Associates
Williams Kuebel Associates
Leighton E. Associates

statistical analysis of slide occurrence, formation composition, and other factors such as slope direction and gradient. Formations considered to have similar stability characteristics were placed in four groups and shown numbered 1 through 4, in order of their decreasing relative slope stability. Suspected landslides or known shallow slope failures, based on the same hazard rating scale, would be assigned a 5, and confirmed, deep-seated landslides would be rated 6.

Although the alluvial valley-bottom areas are rated 1, inasmuch as they would be least prone to slope stability hazards, there are certain soil constraints or hazards which could influence development feasibility in affected portions. Such potential problems include consolidation (settlement), expansive soils, and liquefaction. Of these, only the areas considered to have the greatest relative liquefaction potential have been delineated on Plate 1, by use of a special map pattern. Expansive soil ratings are shown on a separate map.

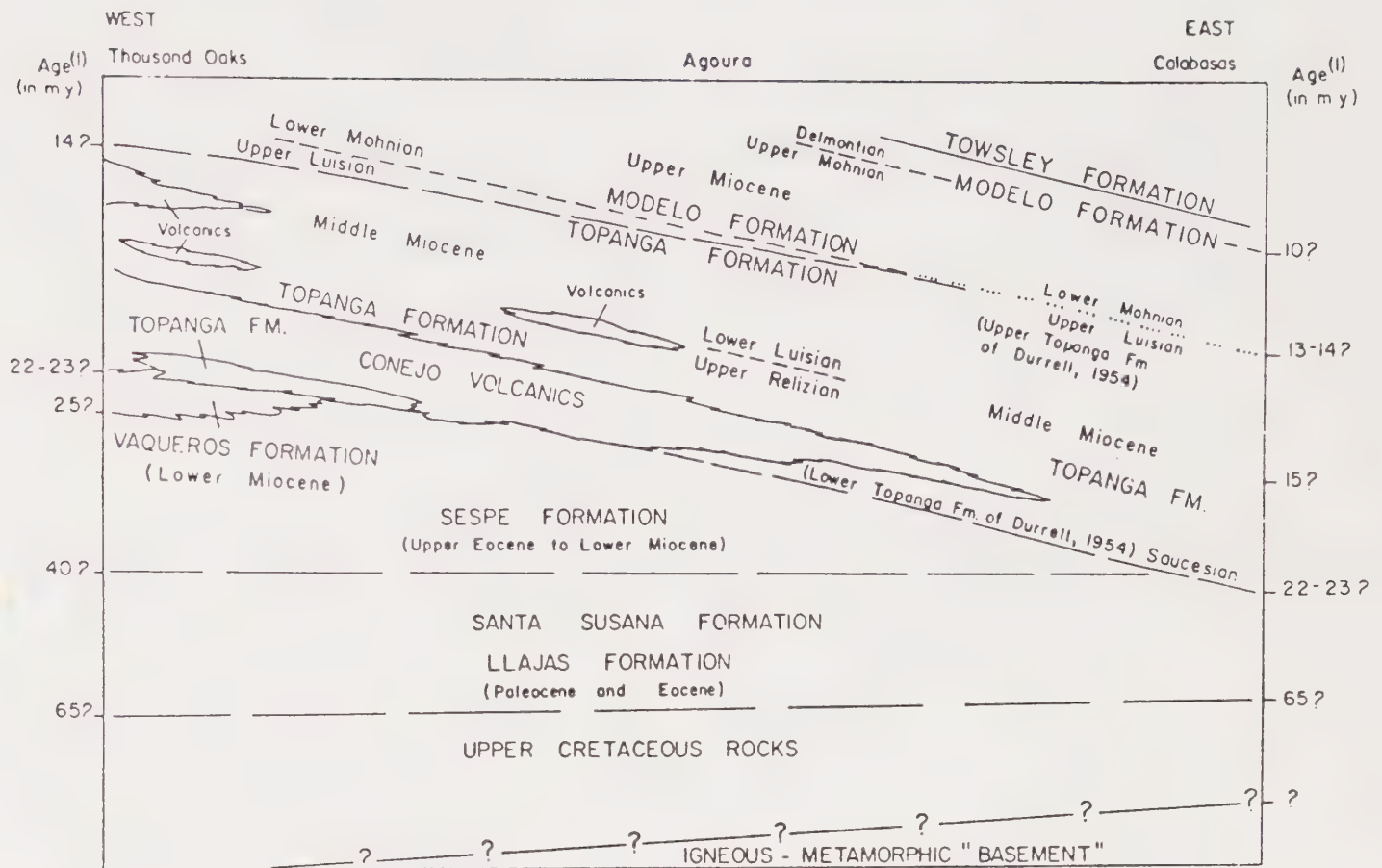
Geologic
Structure and
Bedrock Sequence

Within the study area, which covers portions of four quadrangle map sheets (Thousand Oaks, Calabasas, Point Dume, and Malibu Beach), the known bedrock sequence (the succession of strata extending from the deepest and oldest formations to the shallowest and youngest formations) is diagrammatically depicted by the cross-section of Figure 9.3. The approximate ages (in millions of years) of the formations, their relative thickness and interrelationships to each other across the study area, are also shown. The deeper formations (i.e., Vaqueros, Sespe and older formations) are not exposed at the surface within the study area.

During episodes of mountain building, the earth's crust has been periodically uplifted and depressed (relative to sea level), disrupted by faults, and warped and folded by compressional, tensional, or shear forces. Consequently, the bedrock deformation exposed at the surface within the study area is expressed as a series of folds and relatively minor faults; refer to Figure 4, which depicts the direction of compressional forces, and the more significant faults within and near the study area.

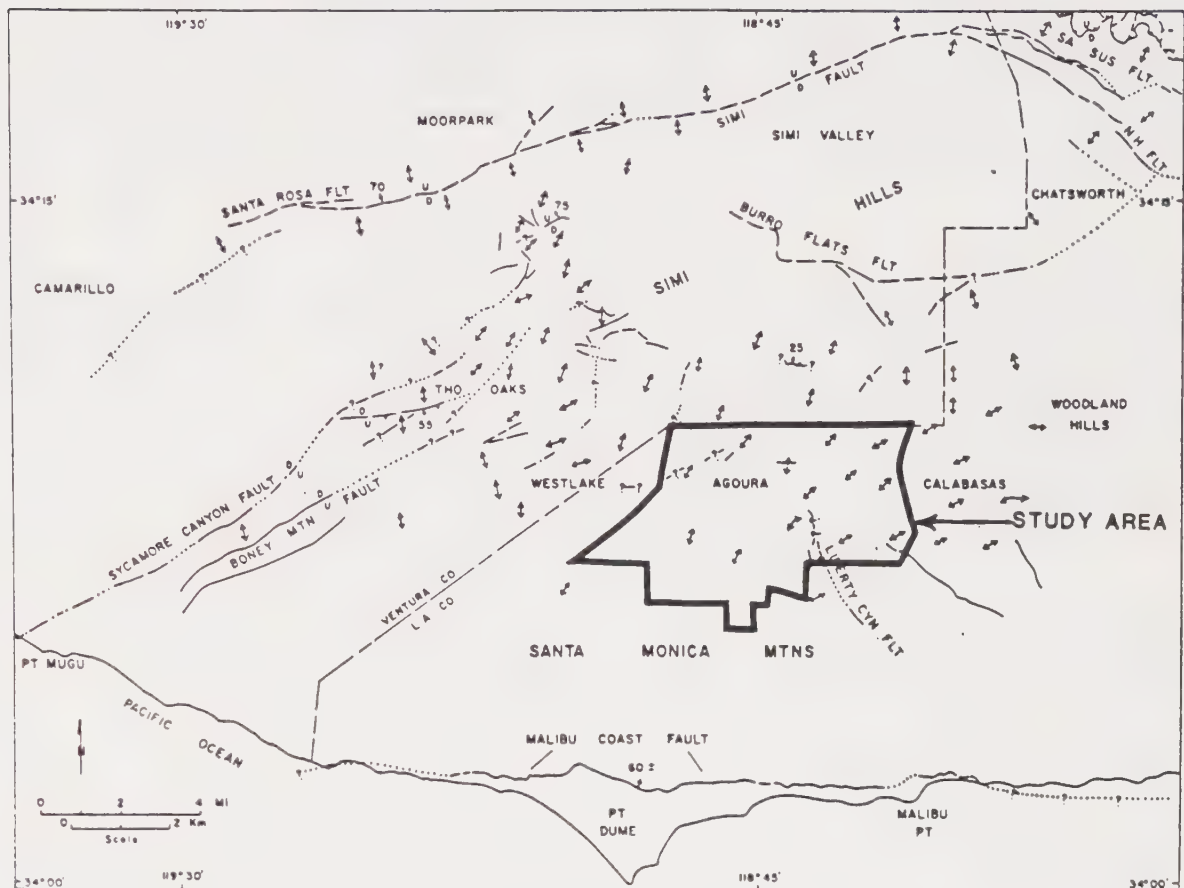
For comprehensive descriptions of the alluvial and bedrock formations, their engineering, seismic and slope stability characteristics, their mineral resource potential, and their geographic distribution, the reader is referred to References 27 and 29 in Appendix A.

Agoura Hills General Plan, June 12, 1985



Modified from Weber, 1983 (C.D.M.G. Open File Report). Drawing not to scale. Upper portion of Topanga Formation equivalent to Calabasas Formation of Campbell and Yerkes, 1980.

Figure 9.3. Diagrammatic Cross Section - Stratigraphic Column Across Study Area



Modified from Weber, 1983 (CDMG Open File Report)

Figure 4. Map of Local Faults and Compressional Stress Pattern

FAULTS WITHIN STUDY AREA AND NEARBY REGION

The more significant and longer faults in the study area are the Liberty Canyon fault and several unnamed faults in the southeast and southwest portions; refer to Figure 4 and Figure 1. None of the faults, however, is considered to be a major or potentially active fault. Other shorter, presumably inactive faults are also present within other portions of the study area.

Significant faults in the surrounding regions, shown in Figure 4, include the Simi, Santa Susana, Malibu Coast, Boney Mountain and Sycamore Canyon faults. Further, more complete discussion regarding the classification of faults, ground rupture and earthquake potential is included in the Seismic/Fault Hazard Analysis section of this report.

SLOPE STABILITY CONSTRAINTS

Landslides Indications of long-past, prehistoric slope instabilities or related slope stability problems are particularly evident within the thin-bedded, clay-rich portions of the Topanga, Calabasas, and Modelo Formations where natural erosion processes removed lateral support by slope undercutting. Others have occurred in the older formations which are, on the average, more stable. However, they are considerably less abundant or widespread in the older formations.

Landslides shown on the Geotechnical Constraints Map are of two categories: those which have been identified by direct field evidence; and those which are suspected to exist but are not confirmed by field data or subsurface exploration. The latter are commonly identified by aerial photointerpretation only. Some of those shown on published maps (and on Figure 1) as suspected landslides may have since been determined not to be landslides, after subsurface exploration. The majority of landslides have occurred in the east half of the study area, where the weaker formations are present.

The largest landslides mapped within the study area are located near Las Virgenes Road, north and south of the Ventura Freeway. The largest of these encompasses approximately 175 acres. Rather than being a single landslide, however, it appears to be a complex series of ancient slides. Many of these may be relatively stable at present.

Although landsliding can result from improper grading practices, no major structural damage apparently has occurred in the city as a result of deep-seated bedrock instability caused by development grading. Superficial

slides, however, have occurred locally on graded cut and fill slopes in a few tract developments. One such problem area has been in Liberty Canyon, south of the Ventura Freeway. The majority of shallow slope failures occur on the moderate to steep, soil-covered natural slopes. Such potential slope failures, posing significant hazards to life and property, are discussed further in the following section.

Mudslides,
Slumps, Erosion

These are the shallower types of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface water. Important factors related to mudslide (mudflow) risks are the depth and type of soil present; the direction and angle of slope; surface drainage configuration; and type and condition of natural ground cover.

A comprehensive mudslide risk analysis of southern Ventura County was made in 1971 by the California Division of Mines and Geology (Reference 11) for HUD, after such hazards were included in the National Flood Insurance Act. Its purpose was to develop principles to determine mudslide risks and rating procedures. Criteria and principles developed in that study have conceptual application in the current seismic safety study and are generally reflected in the mapping methodology used for the geotechnical constraint and land use capability analysis of our study.

Within the study area, the finer-grained portions of those formations most susceptible to deep-seated landsliding are also usually the most prone to mudslides, slumps and erosion. Historically, mudslides are most common during or shortly after a heavy rainfall or series of rainfalls (such as occurred during the winter of 1968-69). Unfortunately, these can occur with great suddenness and destructive force, and are one of the leading risks to life related to slope stability hazards in southern California. One death in the Thousand Oaks area and several in the Los Angeles area have been attributed to mudslides. Fortunately, none has occurred in the City of Agoura Hills.

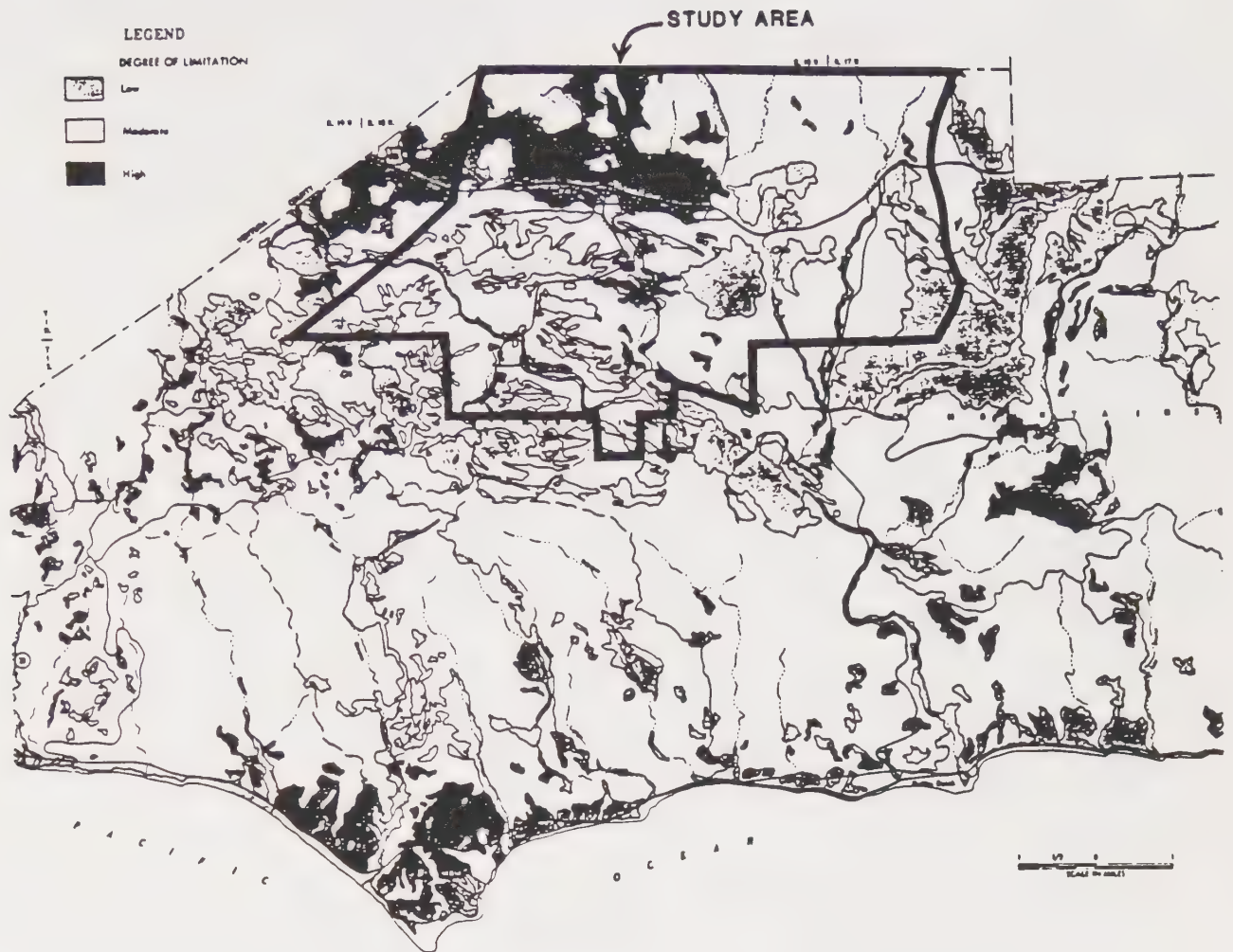
Erosion typically occurs from concentrated runoff on unprotected slopes or along unlined channels which are underlain by earth materials that are relatively erosion-prone (e.g., topsoil, soft alluvium, uncemented sandstone). The erosion susceptibility of the surface soils has been mapped by the Soil Conservation Service, and those formations containing erodible sandstones can be identified on the detailed geologic reference maps.

Rockfalls The hazard of rockfalls within the study area, although relatively minor, deserves consideration in land use planning and in evaluating the hazard to existing or proposed structures. Areas of primary concern are those located at the base of relatively steep, high slopes where rock outcroppings (usually the Conejo Volcanics) are susceptible to dislodgment of large boulders. Such conditions may be locally present in the area of the Ladyface Mountain and other steep terrain of the southwest part of the study area. The rockfall hazard is expected to be the greatest during strong earthquakes.

GENERAL SOIL CONDITIONS

**Types,
Distribution
and Mapping** Within the soil category, for the purposes of this report, are the naturally deposited or formed near-surface earth materials, including residual soil, colluvium and slopewash. These deposits mantle the natural slopes, except those exposing bedrock at the surface. Soil depths range considerably, but generally do not exceed about 8 to 10 feet (primarily at the base of major slopes underlain by soft bedrock formations). An overall average soil thickness is approximately 1 to 2 feet.

Soil mapping by the Soil Conservation Service of the U. S. Department of Agriculture is available for many areas, including the study area. The maps classify the surface soils according to grain-size analysis, slope and permeability, with emphasis placed on the agricultural suitability of soils. Many other physical and chemical characteristics of the soils are also provided. Some of these are important in evaluating their engineering properties, such as shrink-swell, percolation, and erodibility. These particularly have land development implications, as they relate to foundation hazards or constraints, and to suitability for onsite sewage disposal. To determine the geographic disposition of each soil property, however, requires preparation of a separate interpretive map derived from the basic soil classification data. The Soil Conservation Service has prepared several such maps of southwest Los Angeles County (Reference 26). While they are pertinent to land use constraint analysis, the data were not readily adaptable for display on the Geotechnical Constraints Map of this report. Mapping of the relative degree of soil expansiveness (rating of shrink-swell characteristics), however, is included as Figure 5, for general background information.



Modified from Soil Conservation Service report on
"Soils of the Malibu Area, California", 1967

Figure 9.5. Soil Shrink-Swell Behavior Classes

SOIL-RELATED HAZARDS

Expansive Soil Numerous complaints of cracked building slabs in the Thousand Oaks area during the late 1950's and early 1960's brought about a public awareness for the need to recognize and design for the hazard of expansive soil. Subsequent adoption of building code revisions requiring adequate design and construction of foundations has largely mitigated the expansive soil hazard.

The swell characteristics of the surface soils (as well as of the various bedrock types) can vary widely within short distances, depending on the relative amount and type of clay present. Soils typically having the highest shrink-swell properties are those derived from clay-rich formations such as the Topanga and Modelo Formations, and certain volcanic rock types. Although the presence of expansive soil results in higher foundation costs, it is not considered to be an important land-use constraint when compared with other geologic hazards. In addition, the apparent lack of correlation between the expansive soil mapping and the geologic mapping casts some doubt on the usefulness of such generalized, small-scale soil maps.

Settlement The sinking (or settlement) of a structure, fill prism or other imposed load is usually the result of compaction or consolidation of the underlying soil, due to its low density or compressible nature. Commonly, such soils can be found in the alluvial valley areas and where old pits or gullies have been filled in with trash and loose soil.

In the apparent absence of past settlement problems within the study area, there appears to be no need for special concern regarding its effect on land-use capability, so long as the settlement potential is recognized and is appropriately minimized or corrected during construction.

Subsidence The man-caused phenomenon of broad-scale land sinking, or subsidence, is generally related to the overpumping and depletion of water or oil from deep underground reservoirs. It is not related to the surface soil type and cannot be readily predicted without detailed subsurface data. As yet, no recognized subsidence has occurred within the study area.

Because of the generally limited ground water resources contained in the relatively shallow alluvial basin, and the low probability of significant future oil production, the likelihood of significant subsidence occurring in the study area is considered very minimal.

Hydrocompaction Another form of subsidence caused by the addition, rather than the extraction of fluid, is the hazard of hydrocompaction. Because it can affect the near-surface soils very dramatically and can cause considerable structural damage to localized areas, hydrocompaction can be a serious hazard. Although it most commonly occurs in desert environments, it has been noted in some semi-arid regions of southern California.

Hydrocompaction usually occurs in relatively loose, open-textured soils above the water table. Once water is introduced, either by heavy irrigation or a rise in the water table, the soil loses its strength and consolidates under its own weight. The soil condition can also result in the phenomenon normally called settlement, where the weight of significant amounts of fill placed on top of the soil cause compaction of the subsurface soils, even though there is no change in ground water conditions.

Although the hydrocompaction potential of the study area cannot be adequately evaluated without detailed subsurface soil data, it is not known to have occurred in the area, nor is the likelihood of its future occurrence considered great.

OTHER PROBLEMS OR DEVELOPMENT CONSTRAINTS

Ground Water Conditions The study area falls entirely within the Malibu Creek Hydrologic Subunit, comprised of the Malibu Creek, Lindero Canyon and Las Virgenes Canyon Hydrologic Subareas. Ground water within the study area occurs primarily within the alluvium and permeable, weathered or fractured portions of the underlying bedrock formations. The ground water is primarily unconfined, although multiple or localized, shallow perched water zones may be present. Depths to the water table, primarily in the major canyon bottoms, have ranged from about 20 feet to more than 240 feet from the early 1960's to the late 1970's, based on available water well records. The Geology Section of the Los Angeles County Engineer (D. Saltsman, personal communication) reports that ground water levels shallower than 20 feet along Las Virgenes Creek north of the Ventura Freeway extend at least to the Ventura County line.

Although the drilling of new wells and the use of existing wells has tended to decline in more recent years, there appears to be no consistent pattern of a general rise in water levels which generally coincides with a lower demand on the ground water resources. Alluvial areas generally having a water table shallower than about 50 feet can pose a liquefaction hazard in the event of significant seismic shaking, depending upon the soil conditions present. Such areas of relatively high

liquefaction potential are delineated (by a special pattern on Plate 1) along Triunfo and Las Virgenes Canyons. Actual field investigation, soil testing and seismic analysis, however, would be necessary to quantify the actual liquefaction risk (discussed further under Seismic/Fault Hazard Analysis).

Local Seepage Problems Surfacing ground water causing boggy ground or heavy rains giving rise to ephemeral springs may occur locally because of natural or artificial barriers to subsurface water flow (e.g., faults, soil permeability differences, and fills blocking ground water flow). Such areas are generally known from historic records. Grading, however, may encounter other springs or seepage areas. In most instances surfacing water is a nuisance problem, rather than a hazard to building site or slope stability. Nevertheless, the need for mitigation measures during development should be anticipated in potentially affected areas.

Poor Soil Percolation The soil and bedrock formations throughout the entire study area have generally very poor (slow) percolation rates because of their generally fine-grained or indurated (cemented) nature (Reference 26). Some limited portions of major canyon alluvial deposits have relatively better percolation characteristics. The most significant development constraint or hazard resulting from poor soil percolation would be limitations on the feasibility of onsite sewage disposal systems, and the potential for creating slope stability problems.

MINERAL RESOURCES

Known and Potential Resources The only known mineral commodity of economic significance within the study area has been sand (or sandy formation materials) used for general filling purposes, to construct residential and commercial building sites and roadway embankments. A site on the west side of Liberty Canyon south of the freeway has been used as a borrow area for sand fill in the recent past. Apparently, no select or specialty sands, concrete aggregate or good road base materials are present in any sufficient quantity.

At least eight exploratory boreholes have been made within the study area, and none has been successful in recovering any petroleum (Reference 27). Although possibly favorable geologic formations and structures are present for trapping petroleum, the prospects for locating and successfully developing economically significant oil resources within the study area appear to be minimal.

No metallic minerals of economic importance have been found. However, a minor amount of nickel and copper minerals were reportedly found in upper Lindero Canyon north of the study area.

SEISMIC/FAULT HAZARD ANALYSIS

Introduction and Approach

The seismic analysis addresses the two principal seismic hazards: ground rupture due to fault movement, and earthquake shaking. For the ground rupture analysis, it is necessary to evaluate the probability of movement on a given fault within the study area, and to determine from the available data whether it is active, potentially active, or inactive. In the earthquake shaking analysis, several other secondary effects, such as liquefaction, seismically induced settlement, landslides and other types of ground failure, as well as seiches and dam safety considerations, also require appropriate evaluation.

While the ground rupture analysis is comparatively straightforward, several options are available for the seismic shaking analysis. One approach might be called the qualitative method in which the basic seismic parameters are applied in defining a general level of seismic shaking from the most probable earthquake event. The modifications in the seismic wave characteristics which occur in traveling from the bedrock level through overlying surficial alluvium and soil to the surface, can be approximated. The defined seismic ground response (either for bedrock sites or alluvial valley sites) is then translated into terms of their relative damage-producing effects (called earthquake intensity) on various types of structures.

A second type of approach is a more quantitative method which is an extension of the first method, with the intent of deriving more precise seismic parameters for the purposes of evaluating the design of structures, particularly medium or high-rise buildings. This method requires considerably more data regarding the subsurface soil and ground water conditions than are available for this study, in order to conduct a geotechnically valid analysis.

Considering the diversity of geologic conditions within the study area, the generalized nature of the data available, and the city's stage of development, therefore, the first method was the approach selected for the present study. It is believed that the resulting analysis conforms with the intent of the seismic safety element, and best meets the needs of the city within the work scope authorized.

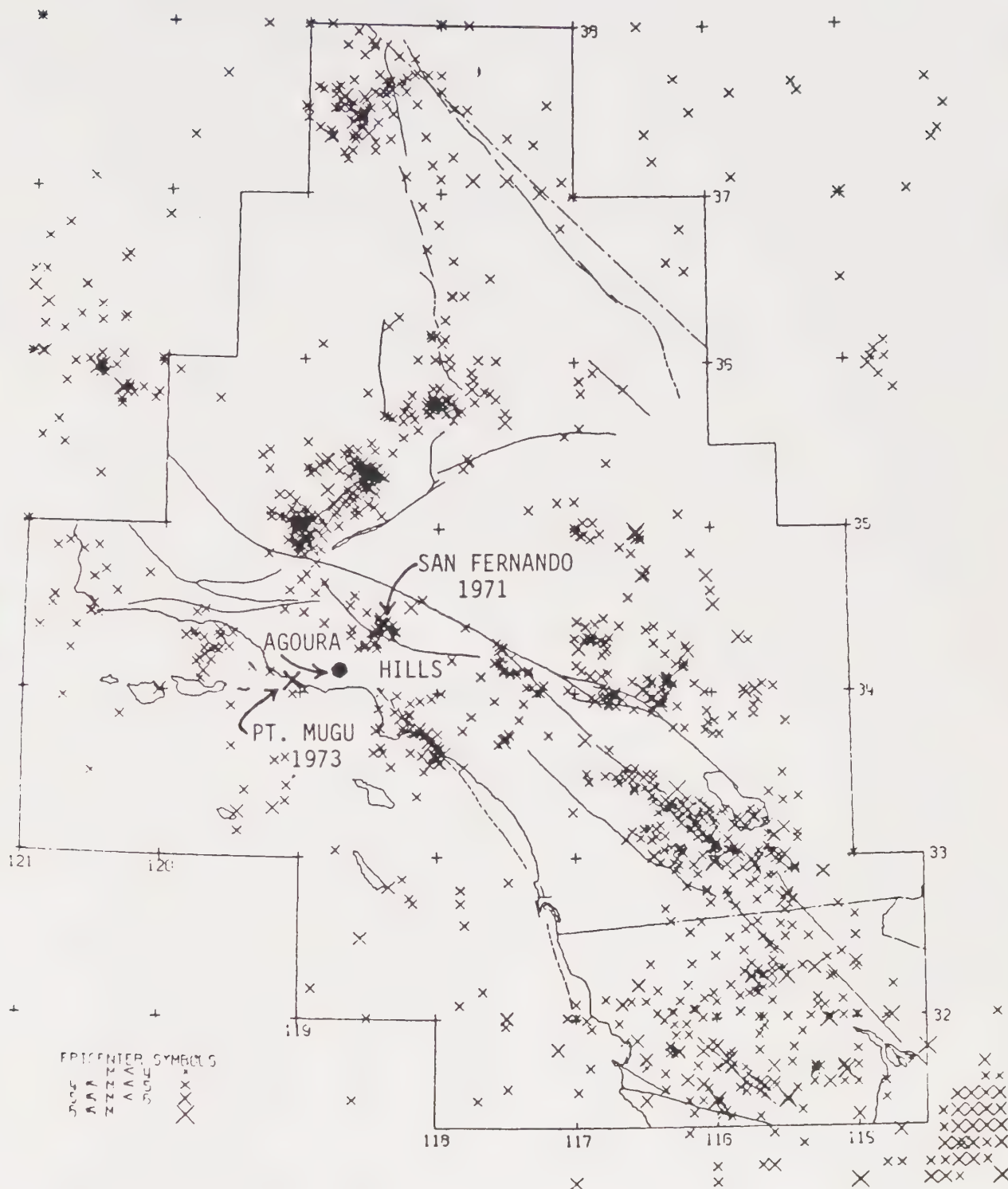
Fault Classification Although there are many definitions of active, potentially active and inactive fault, there now appears to be general acceptance of the classification criteria adopted by the State Mining and Geology Board relative to state legislation delineating special studies zones along active faults (Alquist-Priolo Special Studies Zone Act). This classification is used in this report. Thus, an active fault is one which has moved within about the last 11,000 years (Holocene time), or which has exhibited earthquake activity. A fault which has moved during the last 2 to 3 million years (Pleistocene time) but not proven by direct evidence to have moved within the last 11,000 years is considered to be potentially active. Any fault older than Pleistocene (one which does not displace rocks 2 to 3 million years old) is considered inactive.

Since age-dating of latest movement is available only in rare instances, some faults which may be, in fact, active are necessarily classified as potentially active because of the lack of data.

Liberty Canyon Fault: This, and possibly several nearby unnamed faults, are the only significant faults within the study area which are likely to pose any ground rupture hazard from movement on them. None is known to be seismically active or has apparently displaced earth materials less than several million years old. Therefore, these and all other faults mapped within the study area are presumed to be inactive.

Fault Rupture Hazard Inasmuch as none of the faults within the study area is classified as active, the provisions of the Alquist-Priolo Special Studies Zone Act (which regulates the construction of habitable structures within designated active fault zones) do not apply. Consequently, the fault rupture risk is considered to be negligible and no special land-use planning restrictions are necessary along known faults. Faults or fault zones, however, can pose non-seismic hazards such as slope instability which could result from the weakening effect of shearing, pulverizing and water entrapment sometimes caused by faulting.

Regional Seismicity and Earthquake History It is acknowledged that California, with its numerous active faults, is one of the most earthquake-prone regions of the United States. In the southern California area alone, several hundred earthquakes (ranging from about 1 to 6 Richter magnitude) have been recorded since measuring instruments were installed. A list of prominent earthquakes in California since 1769 is presented in Table 1. Location of epicenters for earthquakes of Magnitude 6.0 or greater are shown on Figure 2; an index map including those earthquakes equal to or greater than 4.0 are shown on Figure 6.



Modified from Hileman, et al (1973)

Figure 6. Earthquake Epicenters
1932 through 1972. Events Equal or Greater than Magnitude -4

TABLE 9.1

Prominent Earthquakes in California, 1769 through September 1971
(Intensity VIII and above)

	Date	Region	Richter Magnitude	Modified Mercalli Intensity
28	Jul 1769	Los Angeles region	*	
8	Dec 1812	Southern California		VIII-IX
21	Dec	Off coast of southern California		X
10	Jun 1836	San Francisco Bay		IX-X
	Jun 1838	San Francisco region		X
10 or				
11	Jul 1855	Los Angeles County		VIII
9	Jan 1857	Near Fort Tejon	Possibly 8	X-XI
26	Nov 1858	San Jose		VIII
12	Nov 1860	Humboldt Bay		VIII
3	Jul 1861	Near Livermore		VIII
1	Oct 1865	Fort Humboldt-Eureka area		VIII-IX
8	Oct	Santa Cruz Mountains		VIII-IX
21	Oct 1868	Hayward		IX-X
26	Mar 1872	Near Lone Pine	Possibly 8	X-XI
19	Apr 1892	Vacaville		IX
21	Apr	Winters		IX
4	Apr 1893	Northwest of Los Angeles		VIII-IX
20	Jun 1897	Near Hollister		VIII
14	Apr 1898	Mendocino area		VIII-IX
22	Jul 1899	San Bernardino County		VIII
25	Dec	San Jacinto-Hemet area		IX
27 &				
31	Jul 1902	Santa Barbara County		VIII
18	Apr 1906	San Francisco region	8.3	XI
18	Apr	Brawley, Imperial Valley	6 to 6.9	VIII
28	Oct 1909	Humboldt County	6+	VIII
11	Jan 1915	Los Alamos		VIII
22	Jun	El Centro-Calexico-Mexicali area	6.25	VIII
21	Apr 1918	San Jacinto-Hemet area	6.8	IX
21	Jun 1920	Inglewood		VIII
10	Mar 1922	Cholame Valley	6.5	IX
29	Jun 1925	Santa Barbara area	6.3	VIII-IX
22	Oct 1926	Monterey Bay	6 to 6.9	VIII
20	Aug 1927	Humboldt Bay		VIII
4	Nov	West of Point Arguello	7.5	IX-X
25	Feb 1930	Westmorland	5.0	VIII
1	Mar	Brawley	4.5	VIII
6	Jun 1932	Humboldt County	6.4	VIII
10	Mar 1933	Near Long Beach	6.3	IX
7	Jun 1934	Parkfield	6.0	VIII
18	May 1940	Imperial Valley	7.1	X
30	Jun 1941	Santa Barbara-Carpinteria area	5.9	VIII
15	Mar 1946	North of Walker Pass	6.25	VIII
29	Jul 1950	Imperial Valley	5.5	VIII
21	Jul 1952	Kern County	7.7	XI
22	Aug	Bakersfield	5.8	VIII
25	Apr 1954	East of Watsonville	5.25	VIII
21	Dec	Eureka	6.6	VII
8	Apr 1958	Northeast San Diego County	6.5	VII
1	Oct 1969	Santa Rosa	5.7	VII-VIII
9	Feb 1971	San Fernando	6.6	VIII-XI

* The Richter magnitude scale was not devised until 1933. If values appear in this column for earthquakes which occurred prior to that date, the magnitudes were determined as follows: 1) If given to the nearest tenth, the records of older instruments were correlated with records of instruments now in use; 2) otherwise, historical records of intensity were used to estimate magnitude.

The earthquake history of southern Ventura County has been characterized by relatively small shocks of 4.7 Magnitude or less, with several significant larger exceptions occurring in the adjoining offshore areas (see Figure 6). These larger, more distant earthquakes were probably felt with greater intensity in the Agoura Hills area than were the smaller, nearby quakes. Significant damage was reported in the Santa Barbara and Ventura areas from the 1812, 1857 and 1925 earthquakes. More recently and closer to Agoura Hills were reports of significant local damage in the Simi Valley area caused by the 1971 San Fernando earthquake, and strong ground motion but minor damage experienced in the Thousand Oaks area as a result of the 1973 Point Mugu quake. The latter earthquake caused significant damage locally in the Oxnard-Ventura area; it is believed to have occurred along the Anacapa-Santa Monica fault system rather than along the Malibu Coast, Sycamore Canyon or Boney Mountain faults (Reference 30).

Earthquake
Shaking
Evaluation

Ground shaking generated by earthquakes causes, by far, more damage over a wider area than does surface rupturing by faults. It is estimated that 99 percent of the dollar loss from the 1971 San Fernando earthquake was due to shaking damage, and only 1 percent attributed to surface rupturing. Although earthquake prediction may be a reality in the not too distant future, the seismologist must rely on the means at hand to estimate where and how large the next quake will be, how often it will occur and determine what effect it will have at a particular site. Even with the installation of greater numbers of earthquake recording instruments providing more sophisticated data with which to analyze each shock, determining the numerous seismic parameters for that site is by no means an exact science. A review of the earthquake history of the region, even though the early records are sketchy and incomplete, is necessary for the seismic evaluation of a site.

Important factors which determine the shaking intensity at a given location are:

1. Distance from the earthquake.
2. Size or magnitude of the earthquake.
3. Local soil, geologic and ground water conditions.

Other parameters which are measured or calculated include ground acceleration, predominant period, duration of strong motion, velocity and displacement.

Earthquake Intensity: This is a qualitative measure of an earthquake's size determined by the relative damage caused, or observed effects noted, measured usually on the Modified Mercalli Scale. Data from past earthquakes have shown that the intensity of ground shaking can be several times greater on sites underlain by thick, soft alluvial deposits than on bedrock. This results from the amplifying effects on the seismic wave as it passes from the bedrock, up through the slower velocity alluvium and soil to the surface. The extent of shaking damage is also dependent partly on the structural integrity of building (i.e., the type and condition of the building).

Magnitude: Earthquake magnitude is a measure of the energy released, based on an open-ended scale, such as the widely used Richter Scale. Each increase of magnitude number on this scale represents a ten times greater seismic wave amplitude measured on the seismogram recorded by an instrument, because of the logarithmic character of the scale. Earthquake potential of a given fault depends on the total length of the fault, the portion likely to rupture at one time, and the amount of stress buildup which has occurred since the previous earthquake. Very long faults, therefore, such as the San Andreas fault, are capable of producing much larger earthquakes than shorter ones, like the San Fernando fault.

Statistically, since numerous smaller earthquakes are more likely to occur on a given fault than a single large quake, it is important to determine the recurrence interval for a given magnitude earthquake for a particular fault so that a judgment can be made regarding the size of earthquake to be used for the design of structures. Important structures or facilities (such as a hospital) require greater safety than do less important ones (such as a warehouse) and, therefore, are designed for the less likely, larger earthquake.

Credible and Probable Earthquakes: As used in this study, the maximum credible earthquake is the largest event likely to occur on an active fault, and having a recurrence interval of greater than 200 years. Although the probability of such an earthquake is considered to be very low, it is within the realm of possibility. This would be the controlling seismic event for the design of very critical or important structures such as a nuclear reactor or hospital. Refer to Table 2 for estimated maximum earthquake magnitudes for the region.

For potentially active faults, the recurrence interval probably exceeds 300 to 500 years, with maximum credible magnitude estimated from empirical data based on one-half fault length rupture. These are not usually considered

for design purposes, unless ultraconservative designs are required.

The maximum probable earthquake is the largest quake most likely to occur on an active fault during the life of a structure, approximately 50 to 100 years. For a potentially active fault, the recurrence interval is probably 300 years or more. The maximum probable earthquake on an active fault is generally used for the design of most "ordinary" types of structures.

Aseismic Design Parameter Guidelines for Study Area:
Table 9.2 lists the important seismic shaking components which should be considered in the design of new structures or evaluation of the performance of existing structures within the study area. The guidelines are modified from (1) "Procedures for Estimating Earthquake Ground Motions" (Reference 4); (2) "Tentative Provisions for Development of Seismic Regulations for Buildings" (Reference 2); and (3) "Uniform Building Code, 1982" (Reference 17). The Uniform Building Code provides minimum standards and, depending on the location and underlying geologic conditions or on the type of structure or proposed land use, these standards may not be sufficient or conservative. The judgement of a qualified geotechnical consultant, therefore, is necessary to integrate the general, as well as the pertinent site-specific information to produce a meaningful set of ground-motion parameters to be used for design. The principal seismic parameters related to each active and potentially active fault are listed in Table 9.2. Other parameters are included, but sometimes relevant in design analysis, are the recurrence interval for a given magnitude earthquake on a particular fault, the site period, and the site ground response spectrum.

Of the potential earthquake generators, the San Andreas fault and the Anacapa-Santa Monica appear to be the most important for design analysis, in terms of bedrock acceleration values. For sites on thick soil or deep alluvium, however, the seismic motion components are modified somewhat (depending on the soil consistency, depth and ground water conditions) and the ground acceleration, although slightly less than for the bedrock site, is less important than the increased earthquake intensity which may result from the amplification effects of the alluvium. Therefore, it is necessary to evaluate all of the parameters of the controlling seismic events, taking into consideration the fundamental period of the structure being studied.

The maximum bedrock acceleration values are applicable to design or analysis of one- and two-story residential

structures, and most commercial and industrial construction on bedrock sites or sites underlain by relatively thin, firm alluvium (most of study area). For medium- or high-rise structures, including all critical use or high-cost facilities, development of a seismic response spectrum may be necessary for the specific site under consideration. The general seismic parameters developed in this report may be used as a basis for the refinement of more specific design parameters, taking into account the detailed data pertinent to that site.

Secondary
Seismic
Hazards

Liquefaction and Related Ground Failure Phenomena:

Liquefaction, one of the more important secondary seismic hazards, can be described as a "quicksand" condition in which there is a total loss of foundation support caused by a shock (usually an earthquake of significant magnitude). This condition results from a sudden decrease of shearing resistance in a cohesionless soil (such as sand) accompanied by a temporary increase in porewater pressure. Important factors in determining liquefaction potential are the intensity and duration of shaking, and the presence of relatively low-density fine sand and silt, in an area of shallow ground water.

Another type of liquefaction, which occurs at some depth from the surface, can result in ground lurching, fissuring or cracking instead of causing widespread loss of foundation support. These effects are ascribed to flow landsliding or lateral spreading landslides which can occur at very low angles.

Within the study area, only those portions having the highest relative liquefaction potential were identified. This was based primarily upon alluvial areas having ground water depths less than about 15 feet. Because of the preliminary nature of the liquefaction analysis for this study, the parameter of soil type could not be thoroughly evaluated. Therefore, it should not be assumed that all areas within the identified zone will have equal liquefaction potential, due to differences in subsoil conditions. The zones are not an absolute measure of liquefaction, but only a relative, broad-scale rating for comparison with other areas within the study area. A more definitive liquefaction evaluation of a specific site would require an in-depth analysis of the controlling parameters. Additional study may reveal other areas not delineated on the hazards map which have relatively high liquefaction potential also, particularly if the ground water levels rise.

Seismically Induced Settlement: In the absence of a shallow water table, but with soil conditions otherwise ideal for liquefaction, soil consolidation can occur in

Agoura Hills Gene

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Classification	Potential Earthquake	Parameters (Structures)	Predominant Period at Site (Seconds) ^j	Duration of Strong Shaking ($\geq .05$ g) at Site, (Seconds) ^k
Controlling Seismic Events ACTIVE (A) to HISTORICALLY ACTIVE (HA)	HA	Anacapa-San	0.3	21
	HA	Oak Ridge	0.3	15
	A	San Cayetano	0.22	8
	HA	Newport-Ingle	0.28	14
	HA	San Fernando	0.28	14
	HA	Pitas Point	0.26	8
	A	Santa Ynez	0.3	14
	A	Red Mountain	0.24	2
	HA	More Ranch	0.26	3
	HA	San Andreas	0.42	21
	HA	Whittier-Els	0.3	9
	HA	Big Pine	0.28	5
	HA	White Wolf	0.38	4

Other Regional and Local Seismic Events POTENTIALLY ACTIVE (P)	P	Malibu	critical structures utilizing earthquake parameters for	
	P	Simi	is generally not required, due to greater risk from	
	P _a	San Gabriel	analysis of critical or essential structures generally	
	P	Santa Susana	maximum credible earthquakes from both the active	
	P _a	Palos Verdes	faults.	
	P _a	Pine Mountain	such earthquakes should be developed from the	
	P	Pleito	indicated in this table, and also taking into considera-	
	P _a	Ozena	based on site-specific geotechnical conditions (e.g.,	
	P _a	Garlock	response spectrum).	

Footnotes:

- Portion of fault may have been active in the last 11,000 years).
- Portion south of Garlock
- R = Reverse
L-S = Left slip
- After Greensfelder, 1971
- After Crook, et al., 1971
- After Morton, Miller and
- After Albee and Smith
Magnitude based on predicted maximum credible earthquake and
- After Schnabel and Seed
- After Seed, Idriss and K
- After Bolt (1973).

some degree, depending upon the intensity of shaking and the looseness of the soil. Such a compacting process would damage structures primarily where there is significant differential settlement within a short distance in alluvial valley areas, or where a site was partially on a bedrock formation and partially on a fill subject to internal compaction or consolidation of unsuitable subsoils. The delineation of areas subject to such a hazard could not be determined within the present investigation scope.

Seismically Induced Landsliding: Very marginally stable slopes (including existing landslides) may be subject to landsliding caused by seismic shaking. In many cases, such as in the 1971 San Fernando earthquake, they are limited to relatively shallow failures on the steeper slopes, particularly where the soil is relatively thick and loose. They may take the form of debris falls or rolling boulders, where the slopes are particularly steep and expose hard rock outcroppings. Rocky portions of the Conejo Volcanics may be susceptible to such hazards.

Seiches: A seiche, or an earthquake-induced wave in a confined body of water, could affect areas adjacent to lakes or reservoirs. Aside from the potential shoreline damage or damage to improvements such as dock facilities and boats, the most serious consequence of a seiche would be the overtopping and possible failure of a dam. The principal water bodies within the study area which could be affected by seiches are Lake Lindero and Malibu Lake.

Our preliminary analysis of the potential height of seiches in any of the lakes indicates that they would not exceed approximately 1 foot. Locally, however, they could range up to slightly greater than 3 feet adjacent to areas of deeper water, or due to irregularities in lake configuration, and depending upon the earthquake magnitude and distance from the epicenter.

Although dam safety was not specifically evaluated in this study, the potential seiche hazard should be considered in any detailed assessment of dam safety (under state jurisdiction). Likewise, the design of enclosed reservoirs or tanks should allow for the increased forces against the sides caused by the wave action or "sloshing" effect.

Potential Inundation Due to Dam Failure: The State Office of Emergency Services, since the 1971 San Fernando earthquake, has been charged with the responsibility of delineating all areas subject to inundation due to dam failure (for all those dams under state jurisdiction). The State Division of Dam Safety of the Department of Water Resources has a program to identify those dams most

susceptible to seismically caused failure, mainly according to their age, type of construction and present physical condition. These, and others, will be specifically investigated for seismic stability on a priority basis. According to the latest information from the Division of Dam Safety (R. Stevenson, personal communication), the concrete-arch dam at Malibu Lake underwent some corrective work approximately 10 to 15 years ago. Although it has not yet been investigated for seismic stability, there currently are no operating restrictions on this dam.

The relatively low dam which empounds the water at Lake Lindero, likewise, has no operational restrictions for safety reasons, inasmuch as there has been no particular concern regarding its seismic stability.

APPENDIX A

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AERIAL PHOTOGRAPHS REVIEWED

<u>Date</u>	<u>Flight No.</u>	<u>Photo No.</u>	<u>Scale</u>	<u>Source</u>
6/15/81	VEN-3	28-33	1"=2,000'	Pacific Western Aerial Surveys

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Ms. Felicity Kidd	City of Agoura Hills, Clerk

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

TRAFFIC SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A

10. SCENIC HIGHWAY ELEMENT

- Background** In 1972, Section 65302(h) of the California Government Code was amended to include the Scenic Highway Element as a mandatory element of all general plans. Today roads selected as scenic highways should be of secondary arterial status or greater and should represent a corridor of scenic, cultural or historic significance. Furthermore, scenic highways should link as many regional parks, trails, greenbelts, and other recreation features as possible.
- Regional Context** The Malibu/Santa Monica Mountains Area Plan identified several scenic highways in the Agoura Hills study area. Kanan-Dume Road, Malibu Canyon Road/Las Virgenes Road and the Mulholland Highway were given first priority designations. The Ventura Freeway is of secondary priority in the County plan.
- Prioritizing of scenic highways was based on the attractiveness of the route in terms of both representativeness of area habitats as well as on diversity and variety of the scenic resources along the corridor. First priority scenic highways were to be studied first to identify their scenic resources and formulate methods to implement the route as a scenic highway.
- Problems and Opportunities** Scenic highways provide an opportunity to take advantage of the natural environment. Open space is very important to the visual experience of scenic highways. The Agoura Hills area is fortunate to have so many scenic elements that can be viewed from its scenic highways. Ladyface Mountain is perhaps the most identifiable scenic resource. Other important scenic resources include Strawberry Hill, the Morrison Ranch Hills, the Palo Comado Hills and the oak savannas with grazing sheep and cattle with mountains providing a distant backdrop.
- The preservation of these viewsheds is aided by the Significant Ecological Area designation of the Palo Comado area and by the Santa Monica Mountains National Recreation Area which borders the City on both the south and the west.
- Scenic Highways can help carry the feeling of rural character throughout the City, both by providing views of open and rural areas from a variety of locations, and by carrying rural design themes along the roadway and parkway landscaping of the scenic highway itself.

The panoramic hillside views from the various scenic highways will decrease with hillside development. However, the recently-adopted local ordinance governing hillside development in the City will minimize the disruption to the hillsides.

Because of the great natural beauty of the Agoura Hills area, there is an opportunity to establish additional local scenic corridors to help indicate their scenic value and insure preservation of visual quality.

Goal	Objectives
10.1 Create a network of scenic highways in Agoura Hills which are related to the City and create a special awareness of the environmental character and natural and man-made resources of the community.	<div>10.1.1 Develop scenic highways as a significant link between the resources and amenities of Agoura Hills and surrounding areas.</div> <div>10.1.2 Integrate scenic highways with open space and recreational corridors.</div> <div>10.1.3 Maintain a quality visual experience along the entire length of scenic highways through protection and enhancement of views and development of appropriate landscaping.</div> <div>10.1.4 Eliminate billboards and other unsightly signs in the Ventura Freeway corridor through the City to enhance its scenic value.</div> <div>10.1.5 Preclude the installation of new billboards along designated scenic corridors.</div> <div>10.1.6 Preserve the hillside backdrop and natural landforms visible from the designated scenic corridor in their present state to the extent possible.</div> <div>10.1.7 Encourage the maintenance of landscaped median and parkways along designated scenic corridors.</div>

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System Summary Kanan-Dume is a key crossmountain road. Malibu Canyon Road/Las Virgenes Road is also a major crossmountain road, providing primary access to Malibu Creek. The Mulholland Highway traverses the core of the mountains, stretching from Griffith Park in Los Angeles to the ocean. The Ventura Freeway provides major east-west circulation through the study area and is part of the Ventura County scenic highway system. These roadways, taken together, create a regional scenic highway system with major emphasis on the linkages to the Santa Monica Mountains National Recreation Area in creating "recreational corridors."

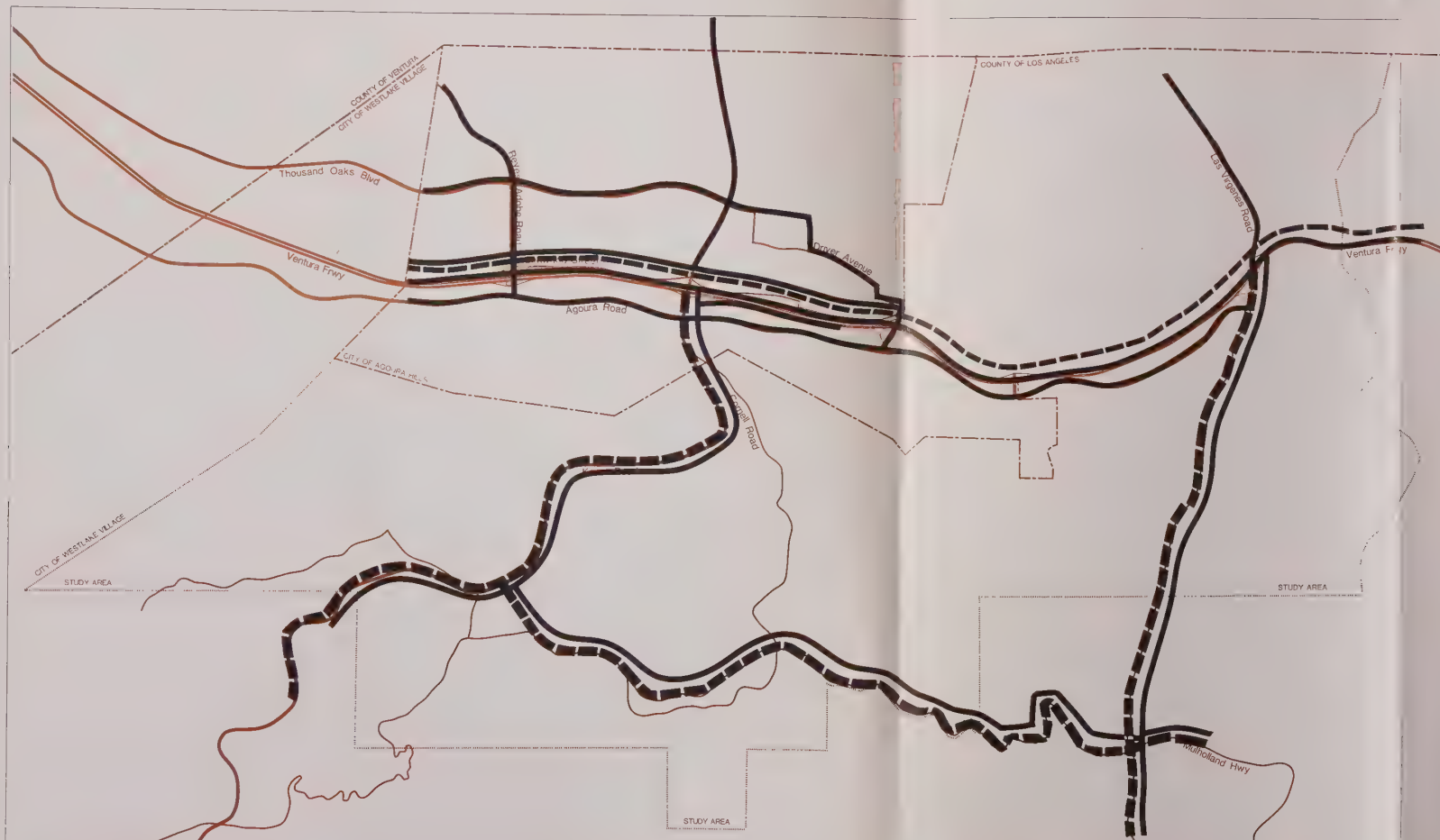
Local arterials with strong scenic character include Agoura Road, Thousand Oaks Boulevard, Driver, Canwood and Roadside. Arterials or local streets to be developed in Cheseboro Canyon and Palo Comado Canyon should be designated scenic routes.




As the major thoroughfare of the City and the means by which many people form their impression of the City, the edge treatment of the Ventura Freeway has been recognized in this plan. Undesirable views should be screened with heavily planted tall materials. The remaining edges should be landscaped for aesthetic effect using a combination of low and tall material.

The policies of this element should be applied within a greater corridor than the road right-of-way. Through development areas, the corridor extends approximately 1,800 feet (based on specific site conditions evaluated on a project basis) in the land use. In open space areas, the corridor extends to the limit of sight or 2,000 feet, whichever comes first. These corridor widths should be used as general guidelines, and may vary depending on site conditions.

Corridor Character and Recommendations The following section summarizes the character of each element of the scenic corridor system. Needs of each element are defined based on corridor character, views and vistas, and existing and potential conditions of the corridor.

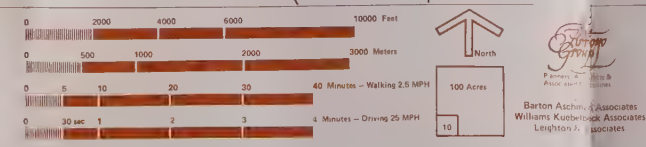
Ventura Freeway The Ventura Freeway is both a local scenic corridor and an element of the Los Angeles County scenic corridor system. The Ventura Freeway is the most traveled scenic route in the City and has an important role in establishing the character of the City to the through traveler and occasional visitor.



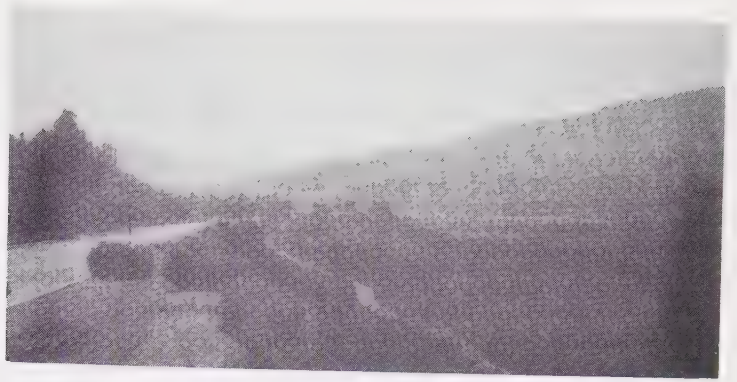
-  PRIMARY COUNTY SCENIC HIGHWAY
-  SECONDARY COUNTY SCENIC HIGHWAY
-  LOCAL SCENIC HIGHWAY

AGOURA HILLS GENERAL PLAN

**Figure 10.1
SCENIC HIGHWAYS**



Las Virgenes Canyon.



From Ladyface to Kanan Road looking south.



Route 101
Going east west of
Palo Comado Canyon.



Route 101
Ladyface from east of
Kanan Road.



FIGURE 10.2
EXISTING CONDITIONS IN SCENIC CORRIDORS

Scenic Character. Because it is the widest roadway in the City, the Ventura Freeway generally provides the least obstructed views of the surrounding hills and mountains. At key high points, the freeway provides excellent vistas over the developed areas of the City to the natural backdrop.

At present, the image of the City along the freeway corridor is significantly degraded by billboards, extensive signage on freeway-oriented businesses and local businesses attempting to advertise to freeway traffic, poor screening of unsightly storage yards and parking areas.

The freeway is related to the open space corridor system at key crossings at Medea Creek, Palo Comado Canyon and Las Virgenes Canyon. Riparian areas are evident from the Freeway at each of these crossings.

Streetscape Character. Streetscape character of the freeway is degraded by lack of maintenance of right-of-way landscaping, chain-link fences and unplanted road cuts. Adjacent to newer development projects, screen landscaping provides a more pleasant streetscape appearance.

Adjacent Land Uses. The City's commercial and industrial areas are located along the Ventura Freeway. A few residential areas, in general of higher density, are adjacent to the Freeway.

Scenic Corridor Needs:

- o Sign control to eventually eliminate billboards and restrict other signs to return emphasis to the natural environment.
- o Naturalistic landscaping rather than formal landscaping for project edges to provide a natural, rural image to the corridor.
- o Screening of unsightly uses such as construction yards, storage facilities and parking with berms, attractive walls and/or landscaping.
- o Preservation of key distant vistas to the Santa Monica Mountains and Simi Hills through project design at key vista points.
- o Preservation of visibility of local landmarks including Ladyface Mountain and Strawberry Hill through setbacks, building spacing and height limits as appropriate.

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- o Preservation of riparian habitat at open space corridor crossings of the Freeway.
- o Landscape maintenance in the right-of-way.
- o Entry point landscaping to mark the transition to the City of Agoura Hills from adjacent areas.

Thousand Oaks
Boulevard

Thousand Oaks Boulevard is the local scenic corridor through the northern residential sections of the community.

Scenic Character. Thousand Oaks Boulevard provides vistas from key high locations near Strawberry Hill and Reyes Adobe Road. From these high points, one looks out over the developed area of the City to the backdrop of mountains and foothills. Because of formal landscaping and walls along recently developed sections of Thousand Oaks Boulevard, both adjacent and distant views are limited.

Streetscape. Thousand Oaks Boulevard has formal landscaping of suburban character rather than more naturalistic or rural landscaping. Formal walls along Morrison Ranch developments imply an exclusive suburban community. Utilities are underground along Thousand Oaks Boulevard.

Adjacent Land Uses. Adjacent land uses along Thousand Oaks Boulevard are predominately residential with commercial nodes at Lake Lindero Drive and Kanan Road.

Corridor Needs.

- o Naturalistic landscaping at edges of new projects to provide more rural character.
- o Emphasis on open space corridor connections to relate to the natural environment and help create a rural image. Connections at Medea Creek and near Strawberry Hill to Morrison Ranch hills are particularly important.
- o Preservation of vista near Strawberry Hill to southeast through project and streetscape design.
- o Median and parkway maintenance in selected locations.

Driver Avenue

Driver Avenue is the key scenic corridor through Old Agoura and has the potential to help preserve a rural image for this area.

Scenic Character. Because of its low elevation, Driver Avenue provides close-in views of adjacent rural residential development. A middle-range vista up Palo Comado Canyon exists at Colodny Avenue, with extensive riparian vegetation. Barn-style buildings, agricultural vehicles, animal shelters and pastures add to a rural and agricultural feel for this area.

Streetscape. Driver Avenue's streetscape is dominated by individual private improvements at the right-of-way edge. These improvements include a variety of fences and walls including concrete block, ornamental iron, chain link, board and rail. Landscaping varies widely. Some sections do not have curb and gutter. Rural mailboxes and a narrow street without public improvements add to a rural image of the area. Overhead utilities exist along Driver.

Adjacent Land Uses. Adjacent land uses along Driver are principally low density residential.

Corridor Needs.

- o Design guidelines for street widening to maintain the rural image of the street and provide for pedestrian and equestrian traffic.
- o Guidelines for private landscaping at the street edge to bring back rural flavor with naturalistic landscaping.
- o Setbacks for new development to maintain open space near the roadway to preserve the rural image.

Agoura Road Agoura Road is the scenic corridor through the southern section of the City.

Scenic Character. Agoura Road runs along the base of the Santa Monica Mountains foothills. The view along Agoura Road is characterized by close-in foothill views to the south, with occasional vistas over the City to the North with the backdrop of rolling hills and the higher, more distant Simi Hills. Through the old commercial district of the City near Chesebro Road, Agoura Road is lined with large old Oak trees. An open rectangular concrete drainage channel carries the Cheseboro Canyon Wash along the north side of Agoura Road from Medea Creek to past Waring Place.

Streetscape. Agoura Road through most of its length is a two-lane arterial developed to rural standards without curb and gutter. The roadway follows the gently rolling topography east of Reyes Adobe Road. West of Reyes Adobe Road, the road is roughly level through a number of cuts and fills through low transverse hills. Overhead utilities exist in the older sections of the roadway, with underground utilities adjacent to newer research and development and office buildings.

Adjacent Land Uses. In general, land to the south of Agoura Road is undeveloped or developed with scattered hillside residential units. Between Agoura Road and the Ventura Freeway are older commercial strip uses and more recently developed research and development parks and office buildings with surface parking. West of Reyes Adobe Road, both sides of Agoura Road are vacant until just before the City limits.

Corridor Needs.

- o Design guidelines and a specific design for street widening to preserve rural character, including landscaping, pedestrian and equestrian trails where appropriate, and preservation of existing oaks adjacent to the roadway.
- o Naturalistic landscaping at project edges to preserve rural character.
- o Open space corridor connections at the Zuma Ridge Trail and Medea Creek.
- o Setbacks to preserve rural character following widening.

Canwood Street

Canwood Street is the freeway frontage road on the north side of the Ventura Freeway. It is eventually projected to run from the westerly City limits to Palo Comado Canyon Road.

Scenic Character. Because of its location adjacent to the Freeway, views to the south are relatively unobstructed and Canwood provides excellent vistas of Ladyface Mountain and the ridgelines along the south side of the City.

Streetscape. Because most of Canwood Street is new or not yet constructed, utility lines are expected to be underground for most of the length of the roadway. A 66 kilovolt line runs along the north side of Canwood from the City limits to Reyes Adobe Road. Although such lines can be placed underground, such undergrounding is more expensive than for lower voltage lines.

Adjacent Land Uses. Canwood Street is fronted by residential and commercial uses west of Kanan Road, and predominately by commercial and light industrial uses east of Kanan Road.

Corridor Needs:

- o Landscaping sensitive to freeway views and appearance of the freeway corridor.
- o Significant reduction of unsightly signs on existing commercial structures.

Roadside Drive

Roadside Drive provides a freeway frontage road on the south side of the Ventura Freeway from Kanan Road to Lewis Road. Uses along the south side of Roadside Drive exhibit some of the greatest problems in the Ventura Freeway Scenic Corridor, including excessive advertising signs, billboards, lack of setbacks, lack of screening of storage areas, and lack of maintenance of existing structures.

Scenic Character. Because it is adjacent to the Freeway, views to the north from Roadside Drive are relatively unobstructed. South of Roadside Drive are a number of majestic oaks, including some of the largest in the City.

Streetscape. Roadside was installed to rural standards and is not well integrated with the freeway or with private property along the south side. At commercial areas, parking lots often are undifferentiated from the moving lanes of the roadway, with asphalt running up to the door of commercial buildings. Overhead utilities exist on some segments of Roadside.

Adjacent Land Use. Roadside is expected to be bordered by commercial and business park uses throughout its length.

Corridor Needs:

- o Natural landscaping of development along the south side to screen unattractive uses and provide rural character to the Ventura Freeway Corridor.
- o Elimination of excessive signs and billboards.
- o Preservation of major oaks and riparian areas.
- o Open space linkages at Medea Creek and the Zuma Ridge Trail.

Reyes Adobe Road

Scenic Character. Reyes Adobe Road provides scenic vistas to the north and south along the roadway axis. Visibility is limited to either side by the low elevation of the roadway relative to surrounding development.

Streetscape. The existing streetscape is fully improved with underground utilities and formal private landscaping and walls.

Adjacent Uses. Single family residential uses predominate along Reyes Adobe Road, with commercial nodes at Agoura Road and Canwood Street.

Corridor Needs:

- o Naturalistic landscaping at the edges of new development and where possible in the existing parkway to develop rural image.

Kanan Road

Kanan Road is a local scenic highway. The portion of Kanan Road south of the Ventura Freeway has been designated a primary county scenic highway.

Scenic Character. Kanan Road provides excellent vistas along the axis of the roadway to the Simi Hills and to the Santa Monica Mountains. From its high point north of the Ventura Freeway, Kanan provides views of north Agoura Hills and Oak Park, and of Ladyface Mountain.

Streetscape. Kanan Road in the City of Agoura Hills is developed as a 4-lane Arterial with underground utilities. Landscaping is formal suburban in style where it exists.

Adjacent Uses. Single family residential uses predominate along Reyes Adobe Road, with commercial nodes at Agoura Road and Canwood Street.

Corridor Needs:

- o Naturalistic landscaping where possible in new development and in the existing parkway where possible.
- o Open space corridor connections at Medea Creek and the Zuma Ridge Trail.

Las Virgenes
Canyon Road

Las Virgenes Canyon Road is a local scenic highway. It has been designated a primary county scenic highway south of the Ventura Freeway.

Scenic Character. North of the Ventura Freeway, Las Virgenes Canyon Road provides extensive vistas of undeveloped grasslands and oaks in the Palo Comado Significant Ecological Area, designated for open space use in the General Plan. South of the freeway, the roadway travels through Las Virgenes Canyon, with abrupt hillsides to the east and open valley with riparian woodland along the west. Excellent vistas in the middle distance to the main Santa Monica Mountains ridgeline are provided along the axis of the roadway.

Streetscape. Much of Las Virgenes Canyon Road is currently developed at rural standards and will be widened prior to development.

Adjacent Uses. High density residential uses predominate along Las Virgenes Canyon Road north of the Ventura Freeway. A major commercial node is to be developed at the Ventura Freeway, with additional residential uses south of the Freeway.

Corridor Needs:

- o Setbacks from adjacent uses to maintain scenic vistas.
- o Design guidelines and a development plan for the roadway to incorporate naturalistic landscaping, pedestrian and equestrian trails.
- o Open space development of the Las Virgenes Canyon Wash, with open space linkages at the roadway.

Mulholland
Highway

Mulholland Highway is a primary County scenic corridor as well as a local scenic corridor. Mulholland Highway is a winding, two-lane rural road traversing through undeveloped sections of the Santa Monica Mountains with excellent vistas to valleys, mountains, Malibu Lake and extensive rock outcrops.

Implementation
Policies

- P10.1 Setbacks of all structures shall be increased by one (1) foot for each two (2) feet of building height from the freeway and limit height to insure preservation of important views and maintenance of an open, scenic quality of the corridor.

The freeway corridor shall be considered 1800 feet on each side of the freeway right-of-way.

- P10.2 Screening of unsightly uses viewed from the scenic highway will be required.
- P10.3 Within the corridor land uses inappropriate to the recreation or urbanscape nature of the corridor will not be permitted.
- P10.4 Anti-litter programs and ordinances should be enforced strictly within the corridor.
- P10.5 Billboards shall not be permitted within scenic corridors.
- P10.6 The size, height, numbers, and type of on-premise signs should be reviewed through the architectural review process to minimize their impact with special attention to their scenic corridor location.
- The orientation of signs to the freeway shall be severely limited to freeway-oriented businesses at the major intersections.
- P10.7 Require undergrounding of utility lines as a part of project approval. Require assessment for undergrounding of transmission lines. Establish a funding program for undergrounding all freeway utility and transmission lines.
- P10.8 Visual impact of earth moving should be minimized within the corridor and result in naturalistic contours.
- P10.9 Simple design statements such as signs, monuments or plantings should be made at key entry points to the scenic highway system.

- P10.10 Bridges, culverts, drainage ditches and other highway appurtenances should be of design quality appropriate to the scenic corridor function.
- P10.11 Medians and parkways, particularly those within major public viewsheds, shall be landscaped with appropriate plant materials to meet the objectives of the plan. In general, naturalistic landscaping shall be used in scenic corridors to create a rural image.
- P10.12 Highway alignments should relate to the natural topography and avoid sharp curves or long tangents.
- P10.13 The City will provide input to Caltrans in the development of landscaping along the Ventura Freeway.
- P10.14 All service roadways shall be developed with landscaping, including street trees, center median treatment and parkways.
- P10.15 Design guidelines shall be developed for key scenic corridors to reduce visual impact of new development and make it compatible with the scenic nature of the corridor.
- P10.16 Development guidelines in scenic corridors shall emphasize the use of compatible colors, building materials and landscaping materials to preserve and enhance scenic quality of the corridor.

The design of development along the freeway corridor shall include landscaping the freeway right-of-way and decorative masonry walls, where possible.
- P10.17 Include provisions in Zoning Ordinance to require landscaping in public right-of-ways to be maintained by homeowners associations or maintenance districts.
- P10.18 Preclude the installation of uses like cabarets, adult book stores and the like, which would detract from the scenic qualities of the freeway corridor.

APPENDICES

LAND USE ELEMENT

CIRCULATION ELEMENT

COMMUNITY DESIGN ELEMENT

HOUSING ELEMENT

PUBLIC FACILITIES, UTILITIES
AND SERVICES ELEMENT

PUBLIC SAFETY ELEMENT

CONSERVATION AND
OPEN SPACE ELEMENT

NOISE ELEMENT

COASTAL SAFETY ELEMENT

SCENIC HIGHWAY ELEMENT

APPENDIX A.

APPENDIX A

GENERAL PLAN QUESTIONNAIRE

The following pages summarize results of the general plan questionnaire which was mailed to 5500 addresses in the City and distributed to homeowner associations and at other locations in the City. Over 800 responses were received and tabulated to reach these results.

The summary includes the full text of each item as it appeared on the questionnaire.

AREAS OF SPECIAL CONCERN

Please place an "X" in the column that best expresses your assessment of the importance of the areas of concern listed below. Add additional concerns at the bottom if you wish.

RANK	#	AREAS OF SPECIAL CONCERN	4	2	1	0	Average
			Major Concern	Moderate Concern	Minor Concern	Of no Concern	
1	8	Preserving the natural environment (ridgelines, canyons, oak trees)	546	156	45	14	3.28
2	9	Public costs and taxes	481	235	32	3	3.19
3	18	Public safety (police, fire)	494	201	51	12	3.14
4	21	Appearance of the City's residential areas	450	235	58	18	2.98
5	4	Appearance of the Freeway corridor	450	203	72	20	2.96
6	11	Air quality	475	177	94	16	2.96
7	22	Open space	436	234	65	19	2.93
8	13	Water supply, water conservation	422	246	85	10	2.86
9	7	Slopes, landslides, soil stability, drainage	415	254	75	15	2.86
10	15	How to pay for services for new development	389	257	76	28	2.76
11	12	Sewage disposal	375	256	121	10	2.64
12	22	Preserving the rural character of Old Agoura	352	191	145	71	2.36
13	14	Energy conservation	317	260	151	31	2.36
14	27	Regulation of property uses by City government	293	293	126	38	2.34
15	5	Local traffic circulation system	275	291	161	28	2.23
16	23	Parks and recreational facilities	226	337	164	34	2.07
17	24	Preserving historic sites/areas	255	250	198	39	2.05
18	26	Providing and maintaining bicycle, hiking and equestrian trails	252	278	176	58	2.05
19	6	Freeway accessibility and freeway overpasses	242	285	175	51	2.04
20	17	Landfill	240	228	198	76	1.91
21	29	East-west circulation alternatives to the San Fernando Valley	239	160	167	187	1.69
22	1	Encouraging new business to balance residential growth	159	222	224	137	1.46
23	16	Providing services for senior citizens	124	281	256	94	1.40
24	28	Annexation of adjacent unincorporated areas	130	298	238	181	1.32
25	3	Strong commercial base	129	196	267	154	1.22
26	10	Housing costs and availability	111	209	272	163	1.14
27	19	Convenient shopping	86	257	290	125	1.13
28	2	Civic and community center	76	168	303	200	0.86
29	20	Convenient employment	54	182	271	248	0.77

GOALS AND OBJECTIVES

Please rate the following goals for the City of Agoura Hills, indicating whether or not you agree that the City should adopt each goal for the future. Place an "X" in the column that best indicates your agreement or disagreement with each goal.

RANK	# GOALS/OBJECTIVES	2	1	0	-1	-2	Average
		Strongly Agree	Agree	Neutral	Dis-agree	Strongly Dis-agree	
1	7 The City should preserve the natural contours of ridgelines wherever possible in new development areas	576	144	18	15	10	1.65
2	6 The City should establish policies to remove billboards and other unsightly signs in the freeway corridor	582	102	34	16	17	1.62
3	9 The City should establish oak trees as a scenic resource and require all building and site plans to be consistent with preservation of the health of existing mature trees	489	188	44	29	11	1.47
4	8 Canyons provide an opportunity for a continuous open space network in the City that should be preserved	457	212	43	33	16	1.39
5	5 The City should take action to improve the visual quality of existing and new development	425	224	60	28	17	1.34
6	17 The City should attempt to insure that users of services pay the costs of those services	293	351	70	22	9	1.20
7	15 The City should attempt to preserve its wildlife habitats by preserving them in open space use	346	269	77	44	13	1.19
8	14 The City should provide for improved traffic circulation	221	329	137	40	19	0.93
9	4 The Old Agoura area has an important rural theme that should be utilized where appropriate in new development in that area	271	271	130	57	27	0.93
10	16 The City should provide a minimum level of services as a means of controlling local costs	229	282	123	95	18	0.82
11	19 The City should use redevelopment to bring deteriorated areas up to City standards	193	305	134	76	40	0.72
12	12 The City should emphasize active recreational uses of parks	177	277	158	101	37	0.61
13	18 The City should recognize the special needs of senior citizens with programs such as meals-on-wheels, dial-a-ride, senior center and other programs as needed	141	318	159	86	53	0.54
14	13 The City should emphasize passive parks	125	260	226	95	35	0.47
15	1 The City should provide for a balance of land uses to provide employment and services and reduce travel for employment and services	119	246	138	147	89	0.22
16	20 An arterial should be provided to link Agoura Hills to the San Fernando Valley north of the Ventura Freeway	189	165	112	129	153	0.14
17	2 The City should provide for substantial area for business park use to provide employment and municipal revenues	121	218	117	169	116	0.08
18	3 The City should have a high quality civic center to promote the City's image and provide local services	77	175	164	189	147	-0.20
19	10 The City should provide housing in a wide range of densities and cost to meet a variety of housing needs	55	143	108	223	227	-0.56
20	11 Agoura Hills should attempt to make housing available for all income groups by requiring low- and moderate-income housing in all housing developments	27	55	77	225	370	-1.14

PRIORITIES FOR FUTURE ACTION

Please rank the following possible goals for the City from 1 to 11, with 1 being the most important. Use each ranking number only once.

RANK #	Possible Goals	Average Rank
1	1 Maintain the rural atmosphere of Agoura Hills	3.64
2	5 Maintain open space on hillsides and ridgelines to maintain visual quality	3.64
3	4 Strongly regulate new development to insure high quality quality	3.68
4	2 Improve the appearance of the freeway corridor	3.95
5	6 Minimize local government facilities and services to those absolutely necessary to minimize costs	5.23
6	10 Encourage retail, office and business park uses in the freeway corridor to contribute to the local tax base	6.50
7	8 Improve the level of service and access on the local street network	6.66
8	7 Provide more active recreation facilities and programs	6.85
9	3 Develop a quality civic center providing a focus for the community and needed local services	7.68
10	11 Promote quality tourist and visitor-oriented businesses such as hotels and restaurants in the freeway corridor	8.59
11	9 Make housing available to all income and age groups	9.17

ALLOCATION OF AVAILABLE FUNDS

Please indicate whether you think funds for the following activities should be increased, remain the same or be decreased.

		1	0	-1		
			No			
RANK	#	Increase	Change	Decrease	Average	
1	10	Billboard and sign removal	509	91	52	0.70
2	2	Street and freeway landscaping	342	260	39	0.47
3	11	Regulation/review of new develop	337	220	59	0.45
4	13	Property maintenance enforcement	314	267	56	0.41
5	9	Natural open space acquisition	328	220	76	0.40
6	8	Parks and recreation facilities	277	299	60	0.34
7	5	Street maintenance	204	406	22	0.29
8	7	Utility undergrounding	197	379	49	0.24
9	4	Flood Control Improvements	181	408	51	0.20
10	1	Local street construction	127	443	60	0.11
11	3	Water and sewer construction	109	448	56	0.09
12	6	Utilities maintenance	65	515	39	0.04
13	12	Civic center	96	307	222	-0.20

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BU 2507 BLUE	BA 2507 TANGERINE
BY 2507 YELLOW	BB 2507 ROYAL BLUE
2507 CB-D50	ASSORTED DISPLAY

PAT. PENDING

